

APRIL 27, 1961

9

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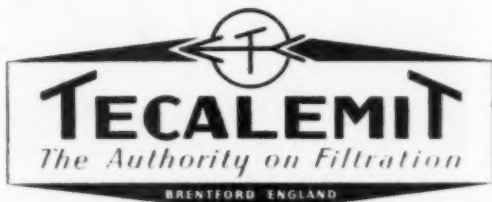
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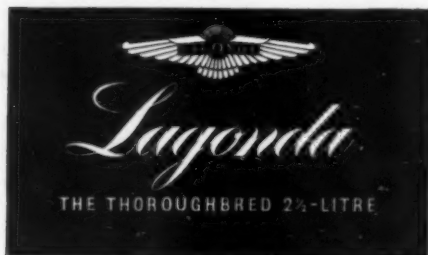
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“Such good manners at 90 m.p.h”

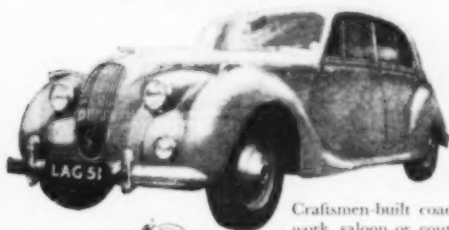
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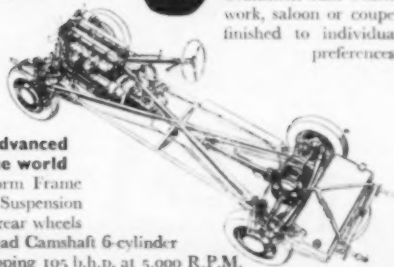


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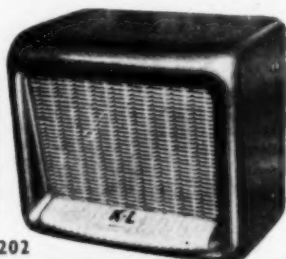
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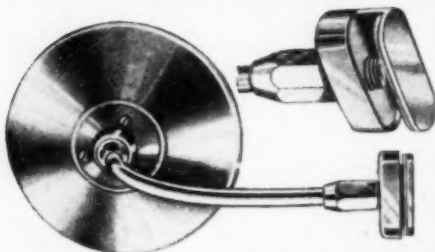


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THE CARAVAN THAT FOLDS AWAY

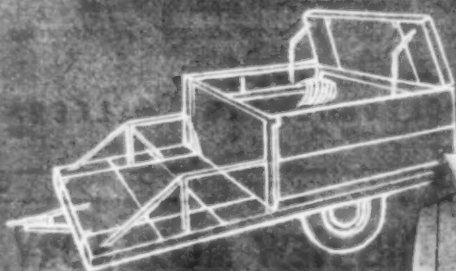


Easily towed behind an 8 h.p. car

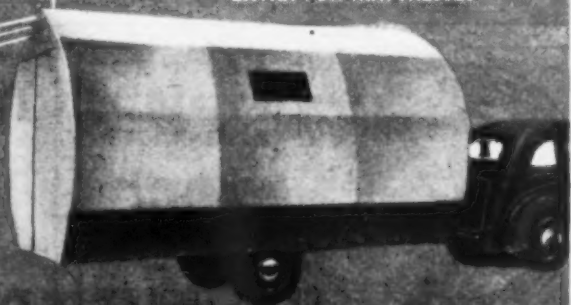
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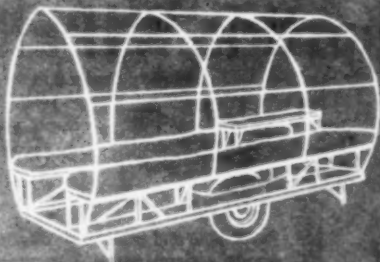
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no storage problems in winter



The skilfully contrived arrangement of the collapsible chassis enables the caravan to be towed in the open or closed position.



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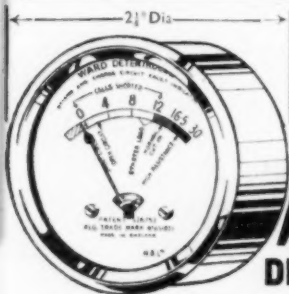
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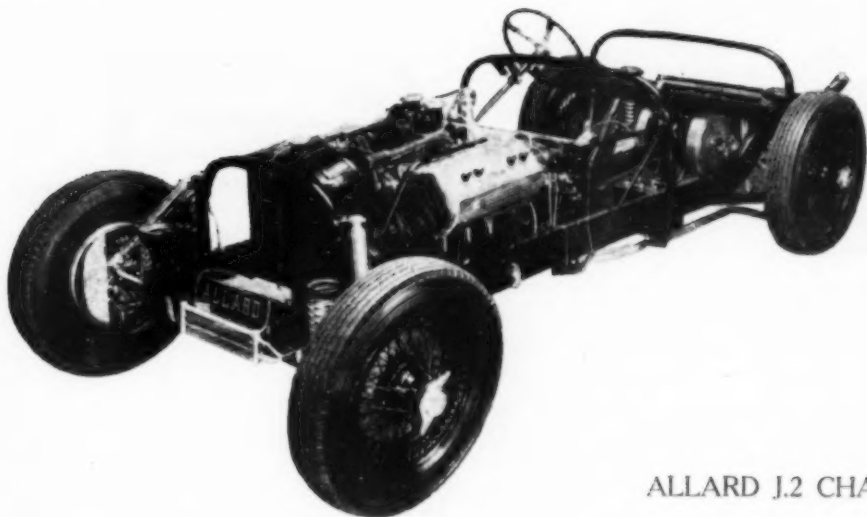
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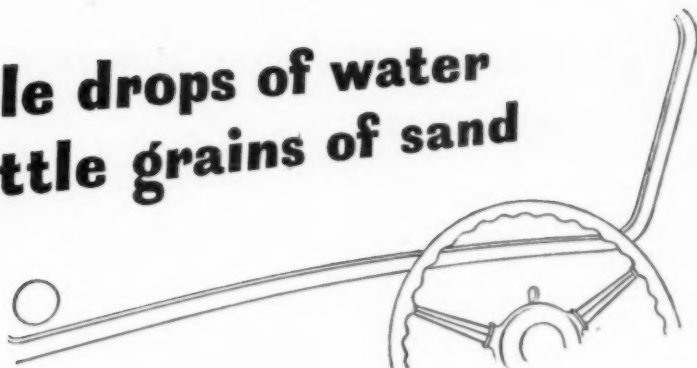
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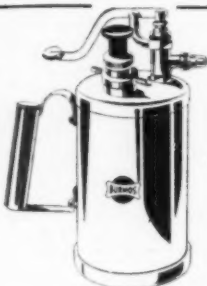


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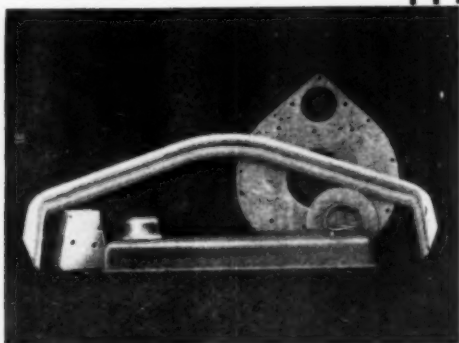


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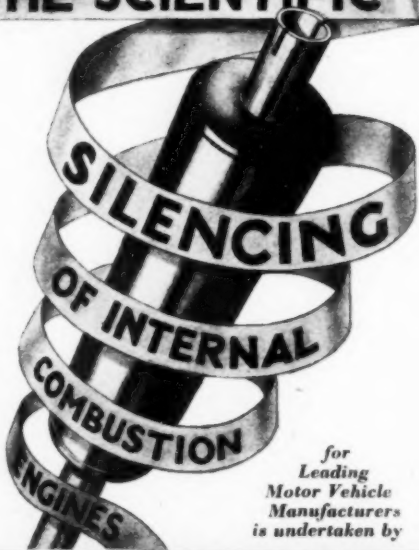


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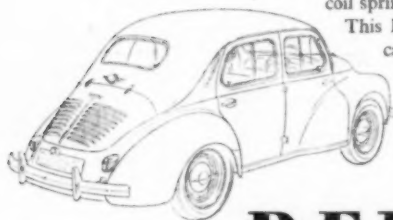
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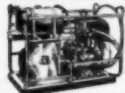
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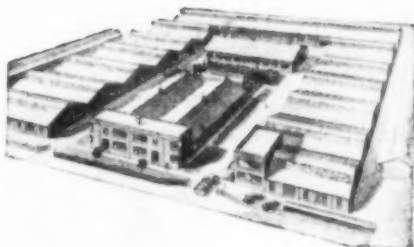
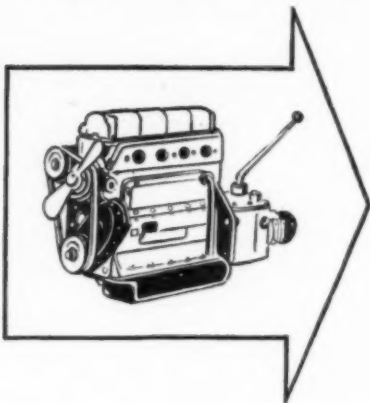


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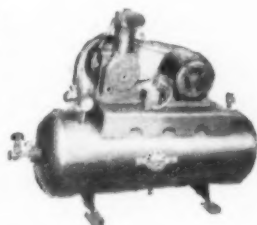


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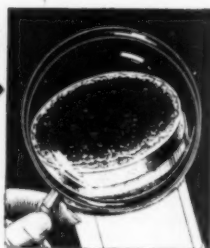
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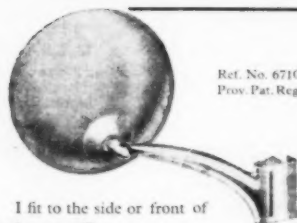
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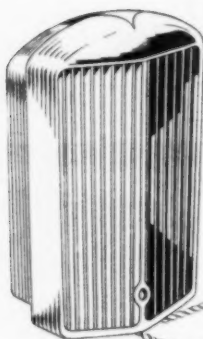


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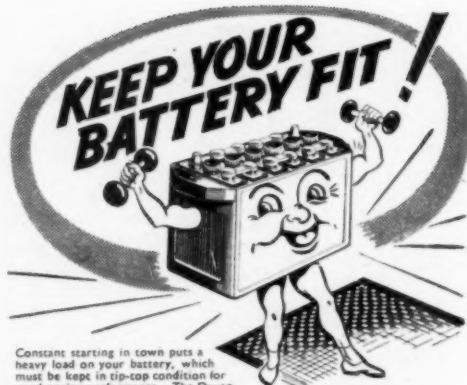
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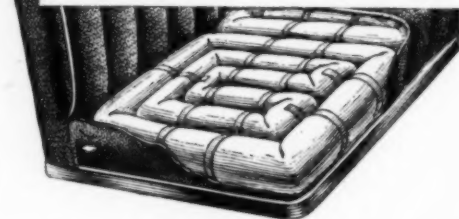
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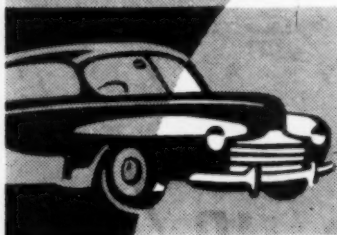


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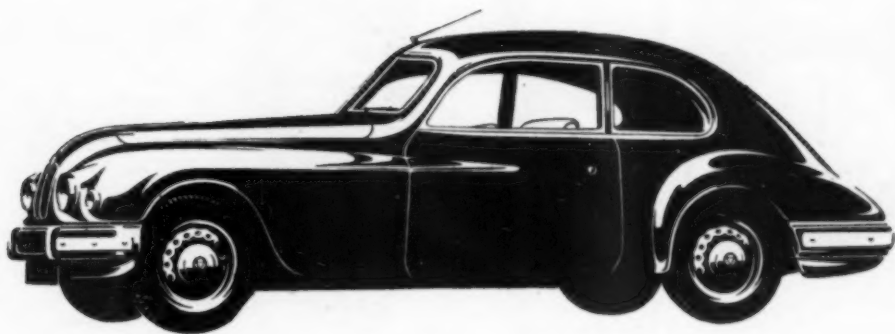


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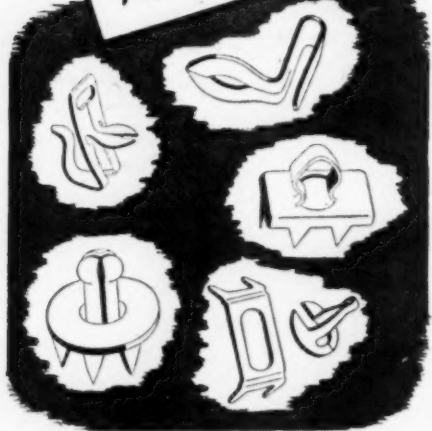


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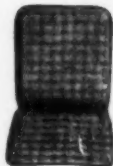
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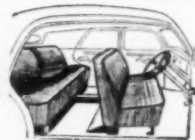
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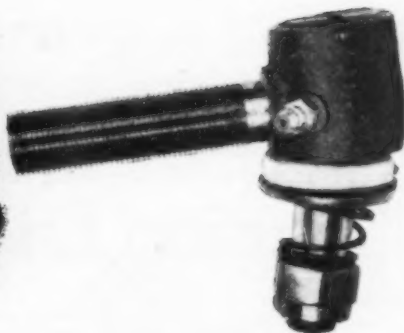
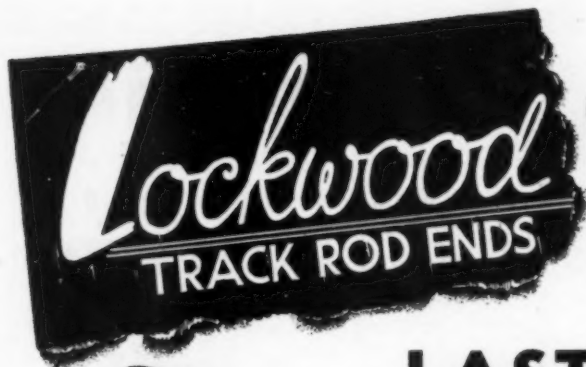
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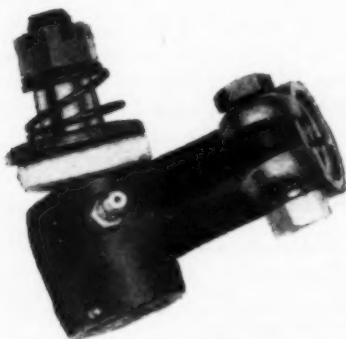


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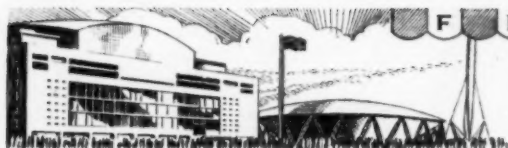
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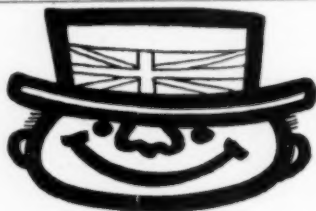
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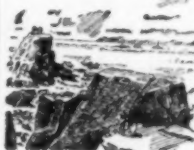
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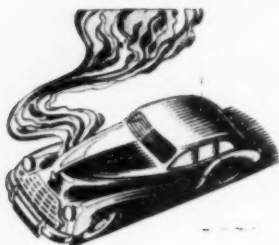
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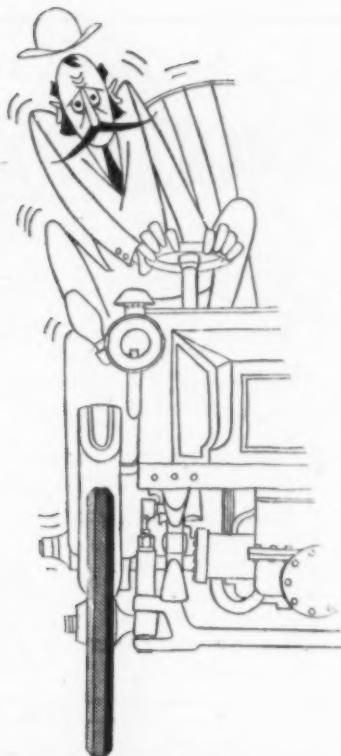
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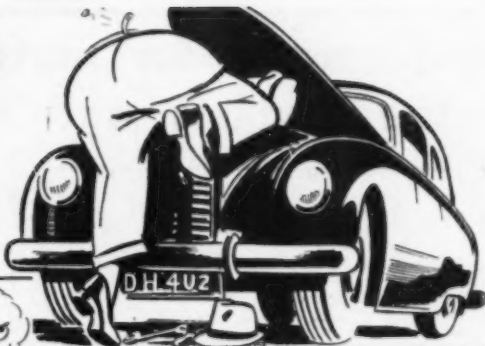
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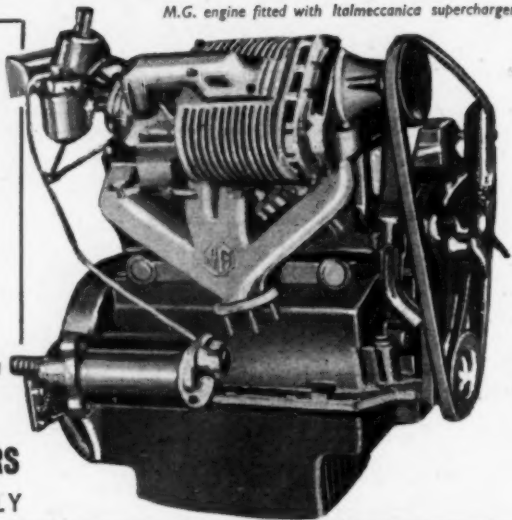
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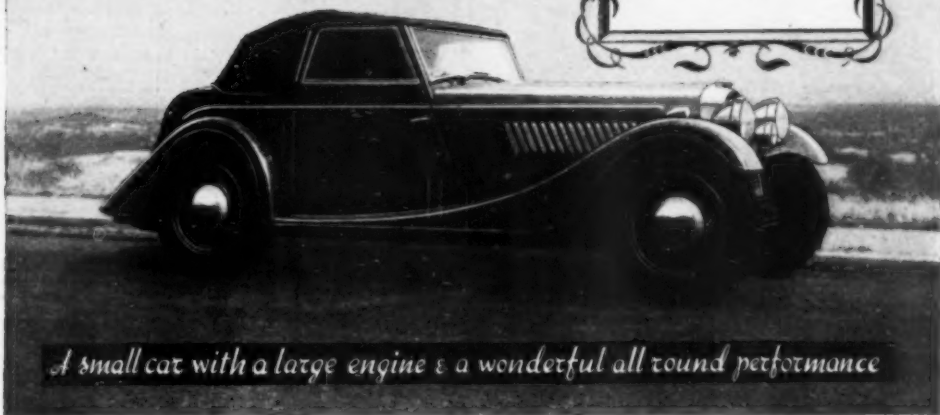
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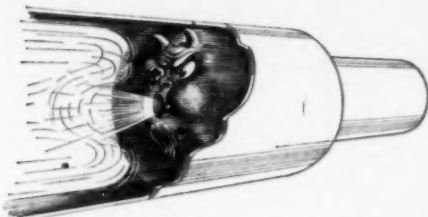
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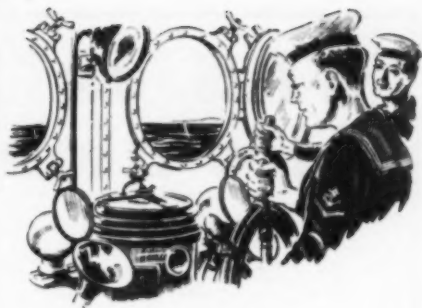


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The Autocar

FOUNDED 1895

No. 2891

FRIDAY, APRIL 27, 1951

Vol. XCVI

British Made—and Serviced

WHATEVER the feelings of the home motorist as he watches the almost continual stream of cars from the factories to the ports of Britain, he pays an ungrudging tribute to the motor industry for its export record. In the few years since the end of the war, this industry has become Britain's leading export industry, and Britain herself has become the leading exporter of cars in the world. No mean feat, indeed.

In those few years, also, the motor industry has made great strides in its export organization, and it is fitting that publicity should be given to such efforts. No longer is the British car dispatched to its destination with little more than the good wishes of the sender; the very act of shipping now involves a responsibility on the part of the shipper that is willingly undertaken. He accepts the necessity to provide service during the lifetime of the vehicle, to try to improve his designs in any direction in which shortcomings are discovered, and to see that the eventual owner, wherever he may be, is satisfied with his purchase from Britain.

The growth in servicing facilities is illustrated by the value of the spares shipped monthly. During February, £4,699,115 worth left these shores, and in the first two months of the year the total was over £10,000,000. The flow is constant and the pipeline is always full; availability is being increased all the time.

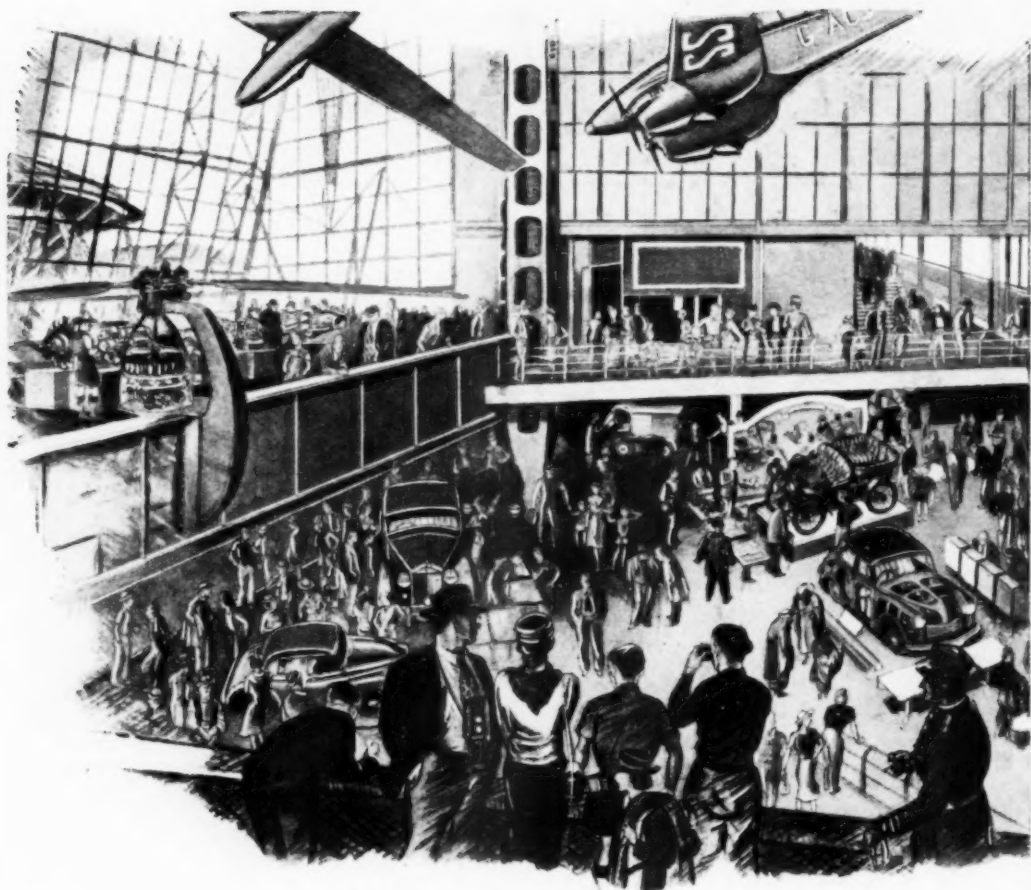
Information concerning what is wanted overseas flows in to the British industry through many channels. Manufacturers' foreign agents and dealers are in constant consultation with local interests and governments, and the Society of Motor Manufacturers and Traders has its own overseas representatives. Their reports mean that consumer preferences in each territory are recorded, as also are changes in the regulations concerning car construction. The latter are very important, for if a car arrives at a remote spot with, say, its side lamps in the wrong place for the local law, it is not easy for the owner to rectify the error.

At home in Britain, constant practical testing is undertaken at the industry's proving ground in the Midlands. On this are reproduced the road (or roadless) conditions with which cars have to cope abroad, and immense care has been taken to ensure that they are accurately reproduced. Lateral corrugations are true to South African scale, and the size of dust particles in the dust tunnel has been carefully matched with the most insidious that could be found. A section of *pavé*, the notorious road surface found in northern France and Belgium, is "made to measure." None the less, testing is not confined to artificial conditions, but is supplemented by gruelling journeys in overseas territories.

The results of such experiences can be seen in modifications to models. In one example the independent front wheel torsion bar suspension was modified by the substitution of telescopic spring dampers, and many less drastic alterations have resulted from such tests. The work is continuous and the atmosphere receptive.

Again, the S.M.M.T. provides specialized assistance. In the Statistical Department—a department that has earned an excellent name for itself in Britain—full records are kept of overseas requirements. They cover, at the moment, about 120 markets, and the information is freely available to all members of the Society. Moreover, individual firms now have export departments of considerable size, staffed by experts who lose no opportunity of visiting foreign countries.

Is the individual customer overseas satisfied? Perhaps a journal such as this is in the best position to answer that question. In the vast majority of cases, yes. We are continually receiving letters from abroad acclaiming the merits of the British car, and many of the articles that we publish have a similar theme. There are critics, of course, and their criticisms are duly recorded, although many of them stem from an obvious lack of knowledge of the essentials in car design. Perhaps the most frequent is that such-and-such a car needs an engine "twice the size," to which the reply can only be that if an engine of "twice the size" could be safely installed in the existing chassis, it would be a criticism of a wasteful original design.



A GUIDE TO THE FESTIVAL

WHAT GOES ON—AND WHERE IT IS HAPPENING

AS the spring green comes back to the English hedgerows the 1951 Festival of Britain commences, for, on the morning of Thursday, May 3, Their Majesties the King and Queen will attend a service of dedication in St. Paul's Cathedral, London, after which His Majesty will open the Festival from the steps of the cathedral.

It is important to bear in mind that the 1951 Festival is the centenary celebration of the great festival of 1851, which was opened by Queen Victoria

and the Prince Consort. Otherwise it might be asked what purpose such a festival has in 1951, when the international scene is dark and the British home front an austere one. In fact, the 1951 Festival was approved and planned by all parties in the House of Commons before the storm clouds of international danger and economic stress really began to gather.

Equally must it be remembered that the Festival is not confined to the South Bank Exhibition in London. It

is true that this is the focal point, and that the most important achievements of British science and engineering are displayed in the South Bank site, but it is merely a part of the larger country-wide Festival embracing all the arts, crafts and sciences of the British people. The diversity of the Festival is well illustrated by the contrast of traditional British folk ceremonies, which will take place in numerous small villages, and the modernistic environment patterns against which the South Bank exhibits are displayed. The modern manifestations induce in the observer a faintly nightmarish, though—contradictorily—not unpleasant, impression, and unless he is a devotee of modern art he is likely to be unappreciative of some of the motifs. Such a reaction is, however, unlikely to be engendered by traditional ceremonies which have come across the centuries to be represented in this Festival year.

The South Bank Exhibition is a



ARTS FESTIVALS

LONDON SEASON OF THE ARTS.—May 3 to June 30. Information and tickets from Travel and Ticket Agents or Theatres and Concert Halls direct

Event	Dates	Information may be obtained from:—
Aberdeen Festival	July 30—Aug. 13	The Town Clerk, The Town Hall, Aberdeen.
Aldeburgh— Festival of Music and of East Anglia	June 8—June 17	The Festival Manager, 11 High Street, Aldeburgh, Suffolk. (Tel. 347.)
The Bath Assembly	May 20—June 2	The Director, The Pump Room, Bath. (Tel. 5481.5.)
Belfast— Festival of the Arts	May 7—June 30	The Organiser, C.E.M.A., Tyrone House, Ormeau Ave., Belfast.
Bournemouth and Wessex Festival	June 3—June 17	The Hon. Festival Organizer, 12 Bath Road, Bournemouth.
Brighton— Regency Festival	July 16—Aug. 25	Regency Festival Office, Royal Pavilion, Brighton, or The Town Clerk, Town Hall, Brighton.
Cambridge Festival	July 30—Aug. 18	Festival Office, Arts Theatre, Cambridge.
Canterbury— Festival of Religious Music and Drama	July 18—Aug. 10	Hon. Festival Manager, Christchurch, Gateway, Canterbury (for Cathedral Festival).
Cheltenham— Festival of British Contemporary Music	July 2—July 14	Town Clerk's Office, Canterbury (for Civic Week and Cricket Week).
Dumfries Festival	June 24—June 30	Festival Organizer, The Town Hall, Cheltenham Spa. (Tel. 2200 and 52674.)
Edinburgh— International Festival of Music and Drama	Aug. 19—Sept. 8	Festival Director, Municipal Chambers, Dumfries.
Inverness Festival	June 17—June 30	The Administrative Director, Synod Hall, Castle Terrace, Edinburgh 1.
Liverpool Festival	July 22—Aug. 12	The Festival Director, 2 Academy Street, Inverness.
Llangollen— International Musical Eisteddfod	July 3—July 8	Festival Director, Bluecoat Chambers, Liverpool, 7.
Llanwrst— The National Eisteddfod of Wales	Aug. 6—Aug. 11	The Secretary, Llangollen International Musical Eisteddfod, Eisteddfod Office, Llangollen, N. Wales.
Norwich Festival	June 18—June 30	The General Secretary, The National Eisteddfod, Llanwrst, N. Wales.
Oxford Festival	July 2—July 16	The Festival Organizer, The City Hall, Norwich.
Perth Festival	May 27—June 16	The Secretary, University Arts Festival Committee, Rewley House, Wellington Square, Oxford.
St. David's (Pembrokeshire)— Cathedral Festival	July 10—July 13	The Town Clerk, City Chambers, Perth.
Stratford-upon-Avon	March 24—Oct. 27	The Secretary, St. David's Festival, 29 Park Place, Cardiff.
Swansea Festival	Sept. 16—Sept. 24	The Shakespeare Memorial Theatre or The Town Hall, Stratford-upon-Avon.
Worcester— Three Choirs Festival	Sept. 2—Sept. 7	The Hon. Secretary, Bank Buildings, Castle Square, Swansea.
York Festival	June 3—June 17	The Secretary, 49 Foregate Street, Worcester.
		Information Officer, York Festival Offices, 1 Museum Street, York.

straightforward consecutive story of British achievement in science and industry, and representative achievements will be found occupying the striking pavilions that occupy the site. Complementary to these is the Dome of Discovery, a vast inverted saucer of aluminium, the interior of which is devoted to British achievements in discovery and exploration, both geographical and scientific.

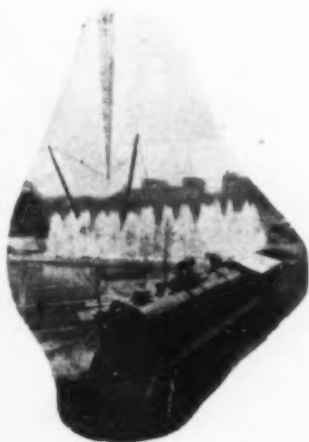
Naturally motorists will be drawn to the Transport Pavilion, the display in which was described in *The Autocar* of January 5. The theme is transport as a whole, and cars appear at the logical point, where representative models will be on show. Cars also take their place in the hazardous pastime of guessing future transport, the Rover turbocar being naturally prominent in this section. There is also a "Transport Idea of the Future" in the form of a drawing and a scale model of a projected passenger turbocar. The

motorist is bound to be appreciative of the enormous locomotives on the ground floor, and the delicately suspended aircraft which occupy the upper space of the lofty pavilion.

Incidental to the South Bank site are the Festival Pleasure Gardens in Battersea Park, a mile or two to the west. Special transport by road and river will enable visitors to shuttle easily between these two sites.

A most interesting display is that of the architecture of a rebuilt neighbourhood in a blitzed London slum area in Poplar. During the Festival the buildings and neighbourhood—containing flats, churches, houses, market place, shops and public houses—will serve as a live exhibition of contemporary building style. Two exhibition pavilions display town planning and building research.

"Science Made Easy" might be the title of the display in the South Kensington Science Museum, where an



A GUIDE TO THE FESTIVAL: continued

effort has been made to show pictorially the achievements of British science and technology, thus avoiding the use of technical and scientific terms which serve to confuse the layman. It is here that a number of early cars will be on show, which will no doubt prove of special interest to the motoring visitor.

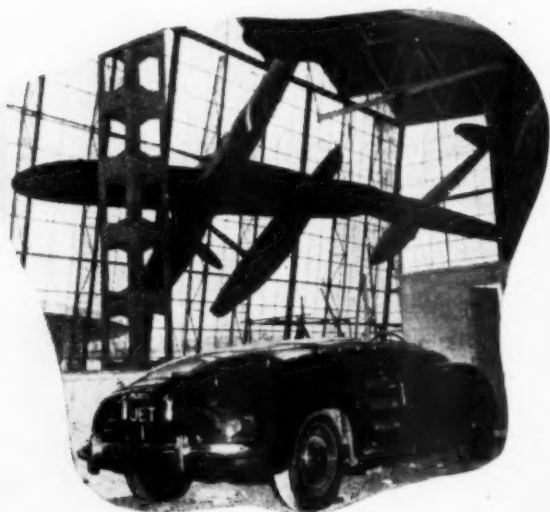
In the Victoria and Albert Museum, also in Kensington, an 1851 Centenary Exhibition will hold sway. This will commemorate the centenary of the "Crystal Palace" show in Hyde Park. In the main it will show how the Crystal Palace looked, both outside and inside, and many of the relics of the 1851 exhibition will be displayed. The Crystal Palace itself was, of course, destroyed by fire just before the recent war.

Glasgow's Kelvin Hall will house the main Scottish contribution to the Festival. The theme of this exhibition, held in the hall which normally accommodates the Scottish Motor Show, will be man's conquest of power, and its development. Its basis will be the two main sources of power in Britain, which are coal and water. A striking display will be a glass tunnel through which visitors will walk while 20,000 tons of water per minute will thunder down on it, thus giving a vivid impression of the meaning of water power.

In the Scottish Museum, in Edinburgh, fine examples of Scots craftsmanship will be shown against a background of period architecture, and modern craftsmen will demonstrate the skill which produces contemporary pottery and metalwork in Scotland. On even more traditional lines, the first massed gathering of the clans in Scotland for over 200 years will take place at Edinburgh from August 16 to 19.

Northern Ireland will show the two main features of contemporary British life—agriculture and industry—by means of a new model factory at the Castlereagh Industrial Estate, Belfast, where pictures and models will illustrate the Irish linen industry and other indigenous trades. One-third of the interior display area, and two-thirds of the open-air section, will comprise the largest display devoted to agriculture in any of the official Festival of Britain exhibitions. A special point will be made of the research behind the productivity of small farmsteads in Northern Ireland.

The Welsh display concentrates on Cardiff, where a Welsh Industries Fair at the Sophia Gardens Pavilion will demonstrate Welsh industrial life and achievement. The Welsh national pageant will tell the story of Wales through the ages,

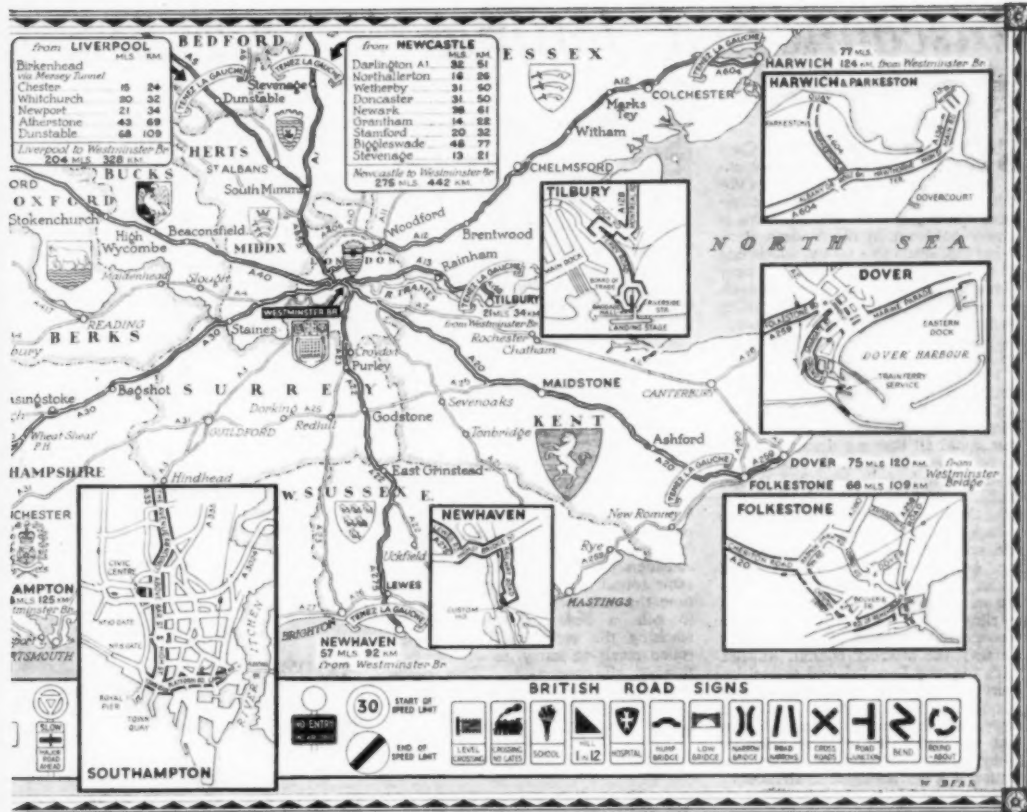


and the St. Fagan's Folk Festival at St. Fagan's Castle, near Cardiff, will present traditional Welsh music, drama and folk dancing, followed by an exhibition of rural crafts and industries.

At Dolhendre, Merioneth, model farmsteads, outbuildings, new cottages and improved road projects will show how Wales is endeavouring to improve her hill farms and smallholdings.

Two travelling exhibitions will visit fourteen important provincial centres, their display being based on the theme of the South Bank Exhibition. The first of these is in the covered escort carrier *Campania*, lent by the Admiralty. The *Campania* will sail round Britain, visiting ten ports, and naturally her display will stress Britain's achievements in the maritime sphere. The land exhibition, which includes 5,000 exhibits, will be transported in lorries. Here the emphasis will be on the industrial side, as the exhibition will be touring some of the biggest industrial centres.

The Church is participating in the Festival in various ways, chief amongst



The routes from the coast shown on this map are those recommended and supplied by the Automobile Association.

which will be the holding of daily services of various denominations in the blitzed church of St. John's, in Waterloo Road, close to the South Bank Exhibition, which has been rebuilt and will be the Festival parish church. Services will also be held at the Festival Pleasure Gardens, and concerts of sacred music at the Royal Festival Hall, St. Paul's and Westminster Abbey. Religious drama and ballet will be staged at Southwark Cathedral, and at Lambeth Palace there will be an exhibition of ecclesiastical art.

The presentation of music, drama and the fine arts is largely left to existing authorities; 23 arts festivals, some long established, but others specially created for 1951, will be held throughout the country, and at every available venue, music, opera, ballet and theatre will present British productions to visitors. Naturally the Royal Festival Hall in the South Bank site will be the scene of some of the finest concerts, and leading British conductors, soloists and orchestras will appear there throughout the Festival season. Nor must the art

of the film camera be forgotten, and festival feature films and cinema screen television will be shown in the television on the South Bank site.

One further exhibition deserves special mention, this being the book display at the Victoria and Albert Museum in South Kensington. The theme will be British character and thought as expressed in literature, and the display will be limited to works of pure literary merit or creative significance.

Perhaps most appealing to the foreign visitor will be the various festivities throughout the country, which are mostly limited to small towns and villages. The village fête or flower show is capable of providing a deeper insight into country life in Great Britain than is almost anything else, and, although the countryman may feel somewhat self-conscious in his participation, his pageants and folk dancing are none the less representative of the best of British traditions.

Special traffic arrangements are mostly confined to the London area, where the problem is greatest. They

have been worked out by the Metropolitan Police and other authorities, and all routes will be adequately signposted. London trams and buses will set visitors down in the vicinity of the exhibitions, and car parks at Southwark, Lambeth and Battersea will take several thousand vehicles.

It is difficult to forecast in advance the best line of approach for motorists, but it is fairly obvious that the parking facilities in the neighbourhood of the South Bank site will be fully stressed quite early in the day, and, if this is found to be so, motorists who do not like leaving their cars in unofficial places might well park them at a suburban station and continue the journey by train. Experience, however, is the only guide by which the wisdom of such action may be judged, and in this context it is fair to state that National Car Parks, in whose hands parking arrangements have been placed, are optimistic over at least one site, at Clapham Common, where there will be, they state, "complete availability of space." The car parking charge is 2s a day.

Disconnected Jottings

BY THE SCRIBE

Drawings by Barry Appleby

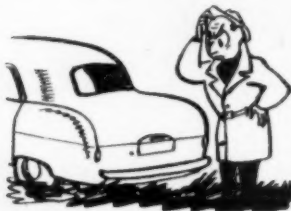
The Consul

SIXTY miles on the new Ford Consul was one of those motoring experiences that stand out; it was obvious that Dagenham had safely extricated the rabbit from the hat. This is a very good car in the modern style. It has zip, steers to a nicety, and is one of the lightest to control that I have come across for a long time. Indeed, the very ease with which everything worked was such that I found a tendency to drive sloppily which needed a deliberate effort to overcome.

The car has an extraordinarily airy feeling, as if it is as light as a feather, but the stability is there all right. One drives it fast immediately, and I found that it did all that my normal car can do on a familiar route. It seemed, incidentally, to be going very fast, though easily, at 60-70 m.p.h.; why, I cannot say. On a dry night one could shove it into anything in the way of a bend, and not once did it prove disconcerting. As one of the lanky types, I would prefer the wheel a shade higher, but the seat suited me. The gear change is as slick as the passage of a hot knife through butter—three speeds certainly simplify the steering column linkage. "It's the new Ford," I told several inquirers (only the word Consul appears). "Is it, by Jove," was their reply, and the emphasis made it clear that the order list at Dagenham is going to lengthen rapidly in the near future, if it has not done so already.

Stuck

OF the details, I can speak with authority of the jacking system, which is simple and effective—I got stuck in the mud. Left with the choice of parking without lights in a right of way used by my neighbour, or risking a grassy patch off the road, I decided on the latter as the night was dry. I might have known that it would pour from midnight until nine a.m. I eased in the clutch as gently as possible, with revs low, but the wheels spun. They spun again on sacks, and I could see that I was in for the full routine. So it proved, and I finally



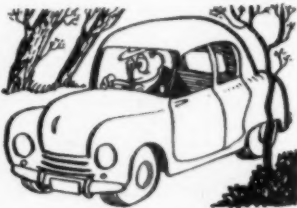
Might have known.

reached the fairway after an hour of hard work. Memo: I must get two builders' planks to safeguard me against the English climate.

Method

THE tendency that must be guarded against when stuck is the one to keep on trying. When wheels start spinning it is best to dismount and weigh up the chances of "rocking" before trying it. If you try it and it does not work, stop and take the next step. If that does not work, stop again, immediately, and estimate how much needs doing in order to get the car out; it is just useless to go on digging in.

I decided that I must go the whole hog; I jacked up each rear wheel in turn, built up the surface with stones, laid ashes and sacks over the six feet that separated me from the hard surface and then deflated the back tyres considerably. My friend the milkman came round to give me a shove. This time the revs were up a bit in order to gain a little momentum before reaching the sacks, and the Consul rolled nicely to safety, to the satisfaction of all concerned. This year's weather has been such that anything green must be regarded with suspicion before one ventures on to it.



Reaction of the retina.

Illusions

IT seems that optical illusions are fairly widespread amongst motorists. Writing from Fort Logan, Colorado, correspondent Jim Page comments on the converging track story that I related at Christmas-time. He says that he has once or twice been convinced that tracks which he was following were converging, but that he has found the illusion to be caused by tiredness and the mesmeric effect of snowflakes coming towards him. Once, he tells, he was parked alongside a Jeep ditch, snatching a nap during a long passage. He woke to find the car rolling diagonally into the ditch and jammed on the foot brake; no result.

Then he found that the hand brake was securely on, the gear in reverse, and the car stationary. In addition, the wheels were locked away from the ditch; all illusion.

I left my wife in the car the other day, parked on a steep slope. When I returned she said, "I could have sworn that the car began to roll forward." This, I think, was caused by a reaction of the eye's retina, particularly noticeable in trains. If one looks out of the window for some time, and then the train stops, the foreground does a slow reversing trick for a second or two. Opticians could no doubt explain why.

Is There Anyone Finer?

WE were discussing braking on downhill stretches the other night, when someone mentioned that hydraulic transmissions were no help to the brakes: "In fact," he concluded, "it's hard on the linings when Dyna doesn't Flow."

Rivals

"WOMEN are a menace. There are three small advertisements this week saying that a TC is for sale—owner getting married."

Edges

RECENT motoring has convinced me that road dilapidation is going to lead to danger. The edges of many roads are badly eroded, with the result that the driver who used to take pride in keeping the left-side wheels well into the edge is now going to take equal pride in keeping them away, for the sake of his suspension. What will happen to the driver who thinks he is hitting the bank if he is less than seven feet from the kerb? My guess is that he will keep farther out still, and that spells a sharp increase in the danger to which he already subjects traffic which wishes to negotiate the obstacle to progress that he represents.



Farther out still.

**'...women often seem
to want perfection'**

'You flatter yourself, Jim'



'No, no; I mean they're impractical. Give a woman a fine medium-size car with first rate performance, economically priced and economical to run, and she'll be asking for built-in television, or fitted cocktail cabinets.'

'Jim, you surprise me. Who is your extravagant female friend? As for giving her a Lanchester Fourteen ...'

'Hey! Whoever said anything about a Lanchester Fourteen?'

'Well you began with a description of one. It's certainly my sort of car.'

'H'm. Well, I might be wrong about feminine psychology, but you must admit I'm right about the Lanchester! Now let me tell you ...'*

... the lively, likeable
Lanchester



BY APPOINTMENT
H.M. Car Manufacturers
To H.M. King George VI

*Better still, let us tell you—about its modern styling, revolutionary new suspension, completely automatic chassis lubrication... write for our complete booklet.

BUREAU 'P', THE LANCHESTER MOTOR CO. LTD., COVENTRY

Spring clean your engine this Spring!



Drain and refill with
CARBON-DISPERSING MOBILLOIL

CHANGING YOUR ENGINE OIL in the Spring is a good habit. But this year make the habit better still: change to carbon-dispersing Mobiloil and actually clean your engine as you drive. It frees your engine from power-stealing deposits, you get *all* your horse-power all the time.

Did you know? Bearings, piston rings, valves and oil ways stay notably cleaner in engines lubricated by Mobiloil because it contains special carbon-dispersing and corrosive-preventing agents that clean away harmful power-stealing deposits — Mobiloil actually holds these deposits harmlessly suspended in the oil, carries them away EVERY 2,000 MILES WHEN YOU DRAIN and REFILL WITH MOBILLOIL.

NEW

Mobiloil



The most modern DETERGENT motor oil

VACUUM OIL COMPANY LIMITED, LONDON, S.W.1

NEWS and VIEWS

Life-saving Light

EXPRESSING his appreciation to all those local authorities who, by their co-operation, placed the value of lives lost on the road at a questionable level, Mr. Alfred Barnes, the Minister of Transport, has withdrawn his request to reduce street lighting.

Car Price Down

CONTRARY to international trends the Canadian-built Hudson Pacemaker has been reduced \$150 in price. Economies in production are responsible, quality remaining unchanged.

Lighting-up Time

LIGHTING-UP time is now from one hour after sunset to one hour before sunrise, instead of the winter rule of half-an-hour after sunset until half-an-hour before sunrise.

Ferry Closed

MOTORISTS are advised by the R.A.C. that the Kylesku ferry is closed until April 30 for repairs to the ferry boat. The alternative route is via Lairg.

Laminated Safety

ALL new cars sold in British Columbia, Canada, must now be equipped with laminated safety glass. Cars already on the road are not affected except that laminated glass must be used for replacements.

Nuffield Quarter Million

AMORRIS Minor bound for Switzerland was the 250,000th Nuffield car to be exported since the war. Announcing this at the Cowley plant, Mr. R. F. Hanks, Nuffield vice-chairman, said that 1950 was likely to be the peak period for an indefinite time to come.

He said that the shortage of steel and other essential materials had already forced a curtailment of production.

Metal Shortages

CONFIRMATION has now been given by the Minister of Supply, Mr. G. R. Strauss, of the shortages of certain raw materials, which will be reflected in a scarcity of alloy steels. These are in addition to the shortage of chromium which was discussed recently in this journal. The Minister said that there was a grave shortage of nickel, tungsten and molybdenum. The Government was doing everything possible to obtain greater supplies but there was an immediate need to make savings.

Nickel supplies for stainless steel pro-

Dewar Trophy ceremony (see accompanying paragraph): Mr. Wilfrid Andrews, chairman of the Royal Automobile Club, presents the trophy—figuratively and not literally, on account of its size!—to Mr. E. Ransom Harrison, chairman of the Rover company.



duction would be cut to 70 per cent of the 1950 level from May 1, and supplies of nickel anodes for plating purposes to 50 per cent of the 1950 level. These cuts would be followed by prohibition of less essential uses. Supplies of molybdenum and tungsten were far below the 1950 figure and the rearmament demand would mean that there would be hardly anything left for civil production. There was, however, little scope for prohibiting inessential uses of either substance.

The Minister said that a technical committee of the iron and steel industry would examine what economies could be made in the use of the three materials. For the moment it appears that manufacturers will have to work out their own salvation. All three substances are of importance to the motor industry.

S.J.C. Reacts

A RESOLUTION vigorously opposing the Budget has been passed by the Standing Joint Committee of the A.A., R.A.C., and R.S.A.C. The committee have informed all M.P.s of the present motoring injustices.

The S.J.C. determined to pursue their cause "using every constitutional means of bringing pressure to bear." The contrast between this statement of vigour and the early outlook of Mr. John Amery-Parkes, founder-member of the A.A., to whom honour was paid in this journal last week, is painfully marked.

Noel Martin

AFTER a short illness the death has occurred of Mr. Noel Martin, managing director of the British Renault concern. Apart from two years in the Royal Navy and Royal Flying Corps in the first war, he served continuously in the motor industry. He was president of the Fellowship of the Motor Industry in 1946 and had served on the council of the Society of Motor Manufacturers and Traders since 1935.

Warning

AT the inquest on the death, by asphyxiation, of a caravanner from Sheffield on a site at Hunmanby, near Bridlington, Yorkshire, the East Riding coroner warned people using caravans that it was essential to have proper ventilation. In this instance all the windows were shut tight, and other occupants of the van only narrowly survived. The modern caravan is exceptionally well sealed, which makes the question of ventilation all the more important.

Turbocar Celebration

AWARD of the Dewar challenge Trophy to the Rover company for the most outstanding technical achievement of 1950 in motoring had its logical sequel last week, when at a luncheon at the Royal Automobile Club, London, the trophy was formally presented to the chairman of the Rover company. The R.A.C.'s decision to award this trophy once again annually, and the selection of Rover for the honour for their work on the world's first turbine car, were announced in *The Autocar* on January 12. Then also was detailed the background of the development of the turbocar, culminating, for the time being, in the certificate of performance issued to it as the result of an observed test at the Lindley proving ground of M.I.R.A. The history of the Dewar Trophy goes back to 1906, and it has been held in turn by many well-known manufacturers.

Wiping Curved Screens

AT a Lucas conference for agents and traders in the south-west of England, held at Torquay on April 10, Mr. M. W. Kendall, the Lucas assistant chief engineer, disclosed that an improved and more powerful screen wiper motor is in preparation in order to deal with curved screens.

It has appeared that curved screens impose a greater load on the wipers, particularly when the glass is drying off after a shower, although when the glass is wet this effect is not so noticeable. The new motor will be known as the CR14 and it will have incorporated in it a thermostatically operated switch which will interrupt the circuit should the wiper be overloaded, as can happen in very low temperatures when wiper blades have been known to become frozen to the screen.

Mr. Kendall was giving a talk on the technical developments made recently in Lucas equipment, and amongst the subjects he dealt with were the progress made since the war in standardization, so that there are now only two sizes of dynamo, radio interference suppressors, which are now incorporated in the latest distributors, and the new double-dipping head lamps which, when dipped, give twice the illumination of the road surface for the same amount of dazzle and thus make for greater safety.

This last fact was demonstrated by a road scene behind which were photo-electric cells connected to meters so that the intensity of light falling on different areas from the head lamp beams could be read.

NEWS and VIEWS

continued

Over 300 agents and traders attended the conference and were received by Mr. J. Masterton, the guest of honour being the Mayor of Torquay.

"Austin Makes Sense"

A LETTER published in the *Wall Street Journal* was the spark which led New York businessmen to develop a strong protest against the modern American car. Not one of the letters published had a good word to say for 1951 designs, and 1937 was generally accepted as the year of practical cars.

Construction which made minor repairs into formidable problems was particularly resented. One letter remarked, "An Austin makes far more sense, unless we're a nation of incurable megalomaniacs."

Removal of Rust

THERE are occasions when the removal of rust is a lengthy and, therefore, costly business. Moreover, it may be that mechanical methods of removing it do not produce a sufficiently clean surface, so that some considerable interest attaches to an electrolytic process of rust removal which has been developed by Metal Laundries, Ltd., Paragon Works, Angel Street, Dudley. In this process articles to be cleaned are first degreased and then cold washed before they are immersed in an alkali bath and are connected to a low tension electric current supply. In this they are immersed for a specified time and during the period the current is reversed so that the articles are both anode and cathode during the process. This has

Bound for Australia: Alderman J. B. Chandler (left), the Lord Mayor of Brisbane, taking delivery of his new Mark VII Jaguar at the company's works in Coventry. This car will be the first of this series to enter Australia.



the result of removing the rust which is left in the solution.

The process has a wide field of application because no metal is removed and, therefore, machined surfaces are not affected in any way. Back axle bevel gears, machine tools, gun mountings and many other articles of a diverse character have been treated.

With regard to the cost an approximate figure is £20 per ton, ex works, and although this may appear high in some respects it may, of course, prove a very economical price with articles, for example, on which many man-hours of work have been expended in the production of machined surfaces.

An allied concern, Derustit Services, Ltd., of the same address, handles the provision and installation of complete plant to carry out the process in cases where the demand for de-rusting is sufficient to justify the expense of a special plant.

Service to S.M.M.T.

A PRESENTATION has been made by members of the accessory and component manufacturers' section committee of the Society of Motor Manufacturers and Traders to Mr. J. C. J. Phillips, M.B.E., who has retired from the Society's staff after 44 years' service.

Mr. Phillips was best known for his valuable experience in all matters relating to exhibitions organized by the Society.

New "Balloon"

AN addition to the tyre range of the North British Rubber Company is the 5.90-15in Airglide. It has a larger casing than is usual, with a narrower, flatter tread. The tyre has special appeal for those who demand lightness in steering and soft riding, but contact with the road is, of course, reduced. The price is £6 15s 5d per tyre.

"INTOLERABLE IMPOSITION"

MR. W. LYONS, president of the Society of Motor Manufacturers and Traders and chairman of the Jaguar company, commented constructively on the Budget at the Society's annual meeting last week. He said: "I cannot believe that the income derived from the double purchase tax on cars could not have been obtained by economy in Government administration, thus sparing our industry this further intolerable imposition." Once again the motor industry had surpassed all export records, and had earned no less than £260,000,000 of foreign currency for the nation.

"It is an achievement which places our industry as a leader in our country's drive for economic recovery," he continued, "and it is very disturbing that during the past few years the industry should have been continually called upon to bear one of the main burdens of taxation. No doubt its back is broad and, under present conditions, it offers a tempting place on which to lay the burden."

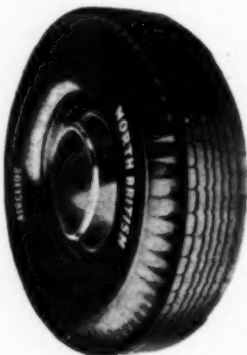
"We in our industry must sound a clear note of warning that, in spite of the opinion which the Government may have to the contrary, a healthy home market is an essential base upon which the prosperity of our industry and, indeed, a flourishing export trade so greatly depend. Therefore we must insist that the recent imposition of double purchase tax on cars, in fact purchase tax altogether, shall be regarded as only a strictly temporary medium for the raising of taxes, and that

it shall be under constant review, so that its removal can be effected before our great industry is brought to ruin."

"The severe blow to the manufacturers of the more expensive cars, which play such an important part in our industry, if not by virtue of volume, then by virtue of their contribution to the prestige of our industry, and by their work in the field of design and development, may well force many of them out of business, a fact which was recognized a year ago when double purchase tax on cars over £1,000 was removed."

"It is difficult to understand why a further addition should be placed upon already rising costs by the increased tax on petrol. Over 84 per cent of that fuel is consumed for commercial and other essential purposes. It is, in fact, equivalent to placing a tax on coal, which everyone would consider to be absurd. At a time when competition is increasing and we find that Germany has gained supremacy in at least one of the markets in which we led the field, and that she is, in fact, reducing prices of cars when ours are by compulsion being increased, we view with very grave concern the reduction in the availability of steel, which cuts down production, when increased production is the only means by which we can meet competition."

"It would be a tragedy if the sales organizations which have been built up in overseas markets should be compelled to close down owing to lack of supplies"



North British Airglide tyre.

Service in Folkestone

WEDNESDAY, April 18, marked another stage in the development of Martin Walter, Ltd., of Folkestone. This Kentish company has catered for road users since 1773, when it was established as a dealer in harness. Since then it has expanded steadily.

A new showroom in Cheriton Road, Folkestone, which is to be devoted exclusively to the sale and service of Standard and Triumph cars, was officially opened by Mr. Alick Dick, assistant managing director of the Standard Motor company of Coventry.

FIT and FORGET...



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gallons



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Brands Hatch Beanfeast

FINE DAY BUT COLD WIND FOR SECOND ROUND



The start of the final of the Open Challenge race: in the front row, Whitehouse's Cooper, Parker's J.B.S. (the winner) and the Coopers of Alan Brown and Eric Brandon.

ONCE more spectators at Brands Hatch stadium (on April 21) saw some excellent racing and close finishes, with the added excitement of a larger-than-usual ration of accidents and phenomenal avoidances. The crowd was not as large as on previous occasions, no doubt because of the choice of Saturday instead of Sunday for the day of the meeting, but the pitch of enthusiasm was as high as ever.

The programme was a long one, the first race starting at 1.30 p.m. and the last at 6 o'clock; actually, this schedule was adhered to within reasonable limits, the last race being but twenty minutes late. During the morning, so much trouble was evident among competitors that it almost seemed that the non-starters would outnumber the fortunate; but by the usual last-minute superhuman efforts, most of the cars were brought to the line in the end. One unaccustomed sight was that of Bob Gerard, looking almost worried for once, walking round with the cylinder barrel of his Norton-engined Cooper under his arm, only one hour before the start of his first race. This was his first appearance at Brands Hatch, and he was full of praise for it, in spite of engine trouble in practice and the fact that his gear box ratios were unsuited to the course.

Even Alf Bottoms was in trouble during practice, having developed a new float chamber layout for his Norton engine which would not behave itself; finally he decided to revert to his earlier layout, but not, unfortunately, before the mixture variations had allowed the engine to overheat and lose the sharp edge of its tune. The only drivers to appear

entirely happy and unruffled were Eric Brandon and Alan Brown, of the *Ecurie Richmond*, whose Coopers were resting quietly, shining and polished, beneath dust sheets hours before the start, and Don Parker, whose J.A.P.-engined J.B.S. was going as well as ever.

The programme followed the usual lines; first came an open challenge race, run in four heats and a final. Then the Junior Championship, open only to those who had not previously been placed first or second in a 500 c.c. race (three heats and a final), followed by the Championship proper, for those who had (two heats and a final). Next an innovation in the shape of a handicap race, and last the Championship of the Meeting for the fourteen fastest cars; actually, so high was the mortality rate that it was very nearly a case of the only fourteen cars left running. All the heats were over seven laps of the one-mile circuit (so was the handicap), while the finals were fifteen laps.

Off with a Bang

Ecclestone, rising star at Brands, had the misfortune to blow up the J.A.P. engine of his new Cooper in the first heat of the first race, and was seen no more; André Loens, at the wheel of Alf Bottoms' original prototype J.B.S., beat Ken Carter to win. The second heat was chiefly notable for a spectacular crash, Jack Leary being thrown high in the air from his Cooper as it somersaulted after skidding on the downhill turn out of Clearways Corner; the car was completely wrecked, but Leary escaped with bruises and a severe shaking, and was very lucky to do so. Eric Brandon won the third

heat at a terrific average speed, breaking his own lap record in the process, while his team-mate, Alan Brown, took the fourth after a wheel-to-wheel struggle with Parker's J.B.S., finally passing him on the outside at Paddock Bend on the last lap, and equalling Brandon's new record lap.

In the final Brown led at first from Brandon and Parker, but the last-named passed first one and then the other to take the lead at half distance, and neither of the Cooper drivers could make any impression on the J.B.S., which went on to win; in the course of this race Parker also equalled Brandon's new lap record, so now there were three drivers who had all returned the same time, each in a different race! Early in this race, also, came the second nasty moment of the meeting, when the left side rear wheel of the original J.B.S. collapsed as Loens was rounding the one right-hand corner on the course; the car slid round in a circle and went almost right over, finishing up on its remaining three wheels with a crash backwards into the fence in front of the spectators. Fortunately Loens was not seriously hurt—the second lucky escape of the day.

He had previously finished second in his heat in the Junior race (the heats of which had preceded the Race One final), and would have won it had he not slid on to the grass on Paddock Bend on the last lap. The other heats in this race were won by Gerard (who, in spite of unsuitable gearing, became the fourth driver to record the same fastest-lap time) and S. Lewis-Evans in a Cooper-J.A.P.; in the latter's heat Pycroft's Emeryson and Pugh's Cooper became involved with one

BRANDS HATCH

another after the latter had spun, both cars suffering some damage. The final was notable for a fine and well-judged drive by Gerard after a very bad start; he caught and passed Williams' Cooper-Norton three laps from the end.

The two *Ecurie Richmond* cars, although entered, did not turn out for the next race, saving themselves for the final race of the day. In their absence the heats were both won by J.B.S., driven by Alf Bottoms and Parker; the final was most exciting. The first few laps were all J.B.S., Parker leading from "Curly" Dryden and Bottoms, while farther back the three members of the official Cooper team (John Cooper, Carter and Whitehouse) fought among themselves. Then Dryden spun on Paddock Bend and was missed by Bottoms by what looked like a bare half-inch, and on the same lap Parker's faithful J.A.P. engine at last rebelled and seized; Bottoms therefore won, while Cooper passed Whitehouse on the run-in to snatch second place by inches.

The handicap race suffered from non-starters, only five cars taking part. Beauman's Cooper-J.A.P. finally beat Harold Daniell's Norton-powered Emerson, while Clarke's Iota, the limit car, came home third.

Ding-dong

The last event was the Championship of the Meeting, and very good it was. After one lap Brandon led from Brown, Dryden and Bottoms, Cooper and Carter—two Coopers, two J.B.S., two more Coopers—while next time round Dryden had displaced Brown. On the third lap Brown got his position back and Bottoms also passed Dryden, while some laps later Alf got past Brown into second place. After that the order remained un-

changed, Cooper-J.B.S.-Cooper-J.B.S.-Cooper, which seemed fair enough; Paul Emery drove Daniell's Emerson (as he had done in a previous race, his own being out of action) and went well, although never in the first five places.

So they finished; then the principal winners were duly garlanded and made their ceremonial *tours d'honneur*, and everyone then dashed for shelter from the bitter wind, to restore circulation in numbed limbs. But it had been a good day, up to high standards.

BRANDS HATCH—RESULTS

Lap distance 1 mile. Heats 7 laps, final 11 laps.
Upon Challenge Race, Heat 1: 1. J.B.S.-Norton (A. L. Loen), 65.45 m.p.h.; 2. Cooper-Norton (K. E. Carter); 3. Cooper-J.A.P. (A. D. Gill); 4. Cooper-J.A.P. (A. M. Boardman). Heat 2: 1. Cooper-Norton (W. J. Whitehouse), 65.22 m.p.h.; 2. Cooper-Norton (C. Headland); 3. Kieft-J.A.P. (H. Powell-Richards); 4. Cooper-J.A.P. (R. Brier). Heat 3: 1. Cooper-Norton (E. Brandon), 66.77 m.p.h.; 2. J.B.S.-Norton (R. E. Dryden); 3. Cooper-Norton (R. K. Braid); 4. Cooper-J.A.P. (B. de Lissa). Heat 4: 1. Cooper-Norton (A. E. Brown), 65.45 m.p.h.; 2. J.B.S.-J.A.P. (D. Parker); 3. Cooper-Norton (K. Parker); 4. J.B.S.-Norton (R. W. A. Frost). Final: 1. Cooper-Norton (A. E. Brown), 65.45 m.p.h.; 2. Brown; 3. Brandon; 4. Whitehouse.

Junior Brands Hatch Championship, Heat 1: 1. Cooper-Norton (F. R. Gerard), 66.08 m.p.h.; 2. Cooper-J.A.P. (D. Beauman); 3. Cooper-J.A.P. (D. H. R. Gray); 4. Parker-J.A.P. (B. de Lissa). Heat 2: 1. Cooper-Norton (H. L. Williams), 64.08 m.p.h.; 2. J.B.S.-Norton (A. L. Loen); 3. Emeryson-Norton (H. L. Daniell); 4. Kieft-J.A.P. (D. Powell-Richards). Heat 3: 1. Cooper-J.A.P. (S. Lewis-Evans), 65.65 m.p.h.; 2. J.B.S.-Norton (R. W. A. Frost); 3. Cooper-J.A.P. (D. H. R. Gray); 4. Cooper-Norton (A. J. Nurse). Final: 1. Gerard, 65.34 m.p.h.; 2. Williams; 3. Beauman; 4. Daniell.

Brands Hatch Championship, Heat 1: 1. J.B.S.-Norton (A. Bottoms), 65.62 m.p.h.; 2. Cooper-Norton (K. E. Carter); 3. Cooper-J.A.P. (B. de Lissa); 4. Cooper-J.A.P. (A. D. Gill). Heat 2: 1. J.B.S.-J.A.P. (D. Parker), 65.58 m.p.h.; 2. J.B.S.-Norton (R. M. Dryden); 3. Cooper-Norton (C. Headland); 4. Cooper-Norton (R. K. Braid). Final: 1. Bottoms, 66.05 m.p.h.; 2. Cooper; 3. Whitehouse; 4. Braid.

April Handicap (7 laps): 1. Cooper-J.A.P. (D. Beauman), 62.32 m.p.h.; 2. Emeryson-Norton (H. L. Daniell); 3. Iota-J.A.P. (T. J. Clarke); 4. J.B.S.-Norton (A. W. Richards).
Championship of the Meeting (15 laps): 1. Cooper-Norton (E. Brandon), 66.88 m.p.h.; 2. J.B.S.-Norton (A. Bottoms); 3. Cooper-Norton (A. E. Brown); 4. J.B.S.-Norton (R. M. Dryden). Also started: Cooper, Gerard, Carter, Williams, Gill, Lewis-Evans, Braid, Richards, Emeryson-Norton (P. Emery), Plather-Vivinet (S. Rhind), Fastest lap (record) 52.4 sec, 68.44 m.p.h. (Brandon, Brown, Parker, Gerard).

continued

M.A.C.
Members' Day

NEARLY 400 Midland A.C. members and friends enjoyed a gymkhana and hill-climb at Shelsley Walsh last Saturday. The gymkhana included "musical chairs," blindfold driving, wiggle-woggle test, "threading the needle," and a "garage" test, devised by Leslie Wilson.

The cars were of all sorts, from saloons to trials specials, and the competitors included famous trials drivers and well-known Shelsley officials. In the "garage" test there were four "garages" in pairs, one in each pair facing one way, and the other in the opposite direction. Between the pairs was a narrow gap; and after driving forward into one "garage," the competitors had to reverse out through the gap and into the companion "garage," then forward through the gap into number 3, and backward through the gap into number 4.

Then came the hill-climb, for the Pit Oak Challenge Bowl, and the way the modern car in the hands of the average driver makes light of the famous hill has to be seen to be believed.

RESULTS

Pit Oak Challenge Bowl: 1. Morgan 2.088 (Dr. W. D. Steel), 55c; 2. Allard 5.622 (W. H. Smart), 55c; 3. Morgan 2.088 (Dr. W. D. Steel), 55c; 4. Morgan 2.088 (Dr. W. D. Steel), 55c.
Musical Chairs: Morris Six 2.214 (B. W. Chadburn).
Blind-fold driving: Dr. W. D. Steel.
Wiggle-Woggle: Delroy 1.172 (C. P. Nicholas).
Needle-Threading: Riley 1.172 (C. P. Nicholas).
Garage Test: Delroy 1.172 (C. P. Nicholas).

THE M.A.C. have now issued the regulations for the first Shelsley Walsh International hill-climb of the year scheduled for June 23. Entries will be divided into five classes, 500, 1,100, 1,500, 3,000 and over 3,000 c.c.; enquiries to Leslie Wilson, Midland Automobile Club, 87-89, Edmund Street, Birmingham, 3.

San Remo Grand Prix

THE San Remo G.P., run on Sunday last over 90 laps of the permanent circuit at Ospedaletti, in fine but cool weather, resulted in an easy victory for the Ferrari team, in the absence of any Alfa Romeo opposition. Ascari, with a modified 4½-litre Ferrari with dual ignition, led throughout and made fastest lap; Villorosi followed him for the first half of the race, but then crashed into Parnell's Maserati, which was stranded on the course with a seized rear axle—he was unhurt, but the car was too damaged to continue. Bira's Osca was forced to retire with a damaged radiator after a first-lap *contretemps*; de Graffenried's Maserati also fell out, at two-thirds distance, with suspension trouble.

Serafini finished second with the remaining works Ferrari, and Rudolf Fischer, of the new Swiss *Ecurie Espadon*, brought his 2.6-litre unsupercharged Ferrari home third. Stirling Moss and Lance Macklin, with the only Formula 2 cars (the H.W.M.s) invited to compete, put up an excellent showing to finish fifth and seventh respectively. David Murray and Peter Whitehead both lost much time with trouble, the former with the engine, the latter with the fuel pump.

RESULT

Race distance 189.0 miles (90 laps of 2.1-mile circuit).
1. Ferrari 4.500 (A. Ascari), 2h 57m 8.2s, 64.03 m.p.h.; 2. Ferrari 4.500 (D. Serafini), 2h 58m 53s; 3. Ferrari 2.650 (R. Fischer), 3h 01m 48s; 4. Maserati 1.490 (H. Schell), 3h 02m 48s; 5. H.W.M. 1.900 (G. Moss), 3h 03m 48s; 6. Talbot 4.500 (G. Maesene), 3h 04m 48s; 7. H.W.M. 1.950 (L. Macklin), 3h 05m 48s; 8. Talbot 4.500 (H. Louveau), 3h 06m 48s; 9. Maserati 1.490 (D. Murray), 3h 07m 48s; 10. Maserati 1.490 (P. Whitehead), 3h 08m 48s; 11. Maserati 1.490 (L. Chiron), 3h 09m 48s. Fastest lap: Ascari, 66.22 m.p.h.

THE TENTH DERBYSHIRE

IT was in glorious sunshine that the record entry of 67 competitors assembled at the Bull-th'-Thorn, Hurdlow, near Buxton, for the Lancashire and Cheshire Car Club's Tenth Derbyshire Sporting Trial; and, although the warm sun dried out some of the hills, it was the first hill—a new find, which was called Slack Hill—that finally decided the event. This section was about 200 yards long, up a grassy bank with an acute left-hand turn, and Miss Dorothy Corbishley, driving the C.C.S., was the only competitor to make a clean climb, whilst Ken Rawlings (Vanguard) was the only competitor to clear section one.

The first test was an electrically timed "cross-road" test. Fastest times were recorded by Ken Rawlings, with 22.2s, followed by Pat Atkinson, with 22.8s, and Maurice Wilde, who made 23s in his Ford Special. In the following section a further 31 competitors failed to reach the Observed Section Ends sign; and Woo Dale, in two sections, was the next hill to increase competitors' marks lost. Here only 23 cars made clean climbs, with a further five stopping in section two. Outstanding performances were put up by G. P. Mosby (Ford), E. J. Heyworth and E. Wadsworth. A quarter of a mile took the entry down to Cow Low, which was in its most benign mood, stopping only some dozen competitors, in spite of an appreciable alteration to the normal route.

Ghost Quarry was the next section which competitors had to face; here 11 drivers failed in section one and, surprisingly enough, included Gordon Mosby. A further five failed to complete section two. A new find in the Monsall Head area was the last observed section of the day; this hill—christened Dennif—was a long and tortuous hazard of varying gradients and surfaces, divided into four sections; the last one caused the most trouble, stopping 21 competitors. On Putwell Hill, with a gradient of 1 in 3 and a loose surface, a final driving test was held. Clegg put up the fastest time, returning 15 sec.

The route now led back to the Bull-th'-Thorn, where the final check sheets were signed. There was a tremendous ovation from the gathering when it was announced that Miss Dorothy Corbishley had won the premier award, it being the first "Derbyshire"—first run in 1933—to be won by a member of the fair sex.

PROVISIONAL RESULTS

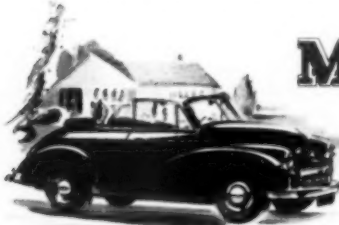
Quick Trophy (best performance of the day): C.C. (Miss D. Corbishley).
Kukla Brewer Trophy (runner-up): Vanguard (K. Rawlings).
Micheal Road Trophy (third place): C.C.S. (C. Corbishley).
Sackville Trophy (best performance opposite class): Cranford Spl. (J. Deely).
Mansley Trophy (best Lancashire and Cheshire C.C. member): Delroy (C. P. Nicholas).
Team Trophy: The Northlites—C. Corbishley, C. R. Hardman, Pansy Spl. (E. B. Wadsworth).
First-class Awards: Harford (C. C. Harrison); Harford (E. Harrison); Harford (C. C. Harrison); Harford (E. Harrison); Clegg (J. Clegg); Bancroft (A. Hopkinson); A. W. Spl. (J. Lilley).



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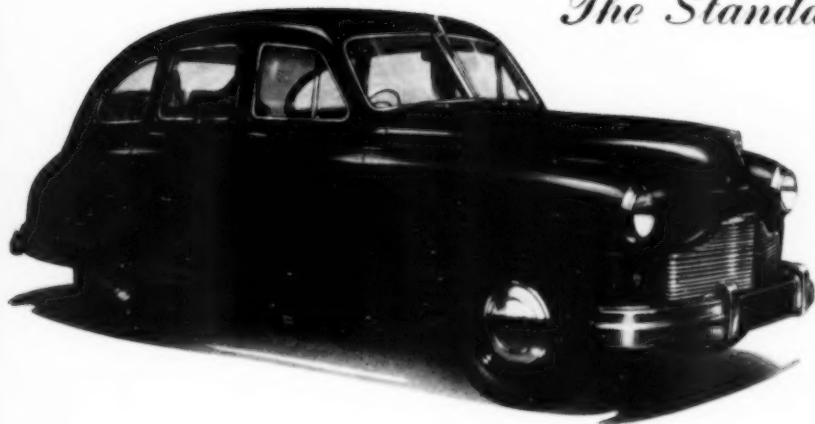


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Autocar ROAD TESTS



DATA FOR THE DRIVER

MORGAN PLUS FOUR

PRICE, with coupé body, £565, plus £115 7s 9d British purchase tax. Total (in Great Britain), £680 7s 9d.

ENGINE: 18 h.p. (R.A.C. rating), 4 cylinders, overhead valves, 85 x 92 mm, 2,088 c.c. Brake Horse-power: 68 at 4,300 r.p.m. Compression Ratio: 6.7 to 1. Max. Torque: 112 lb ft at 2,300 r.p.m. 19 m.p.h. per 1,000 r.p.m. on top gear.

WEIGHT (running trim with 5 gallons fuel): 17 cwt 0 qr 0 lb (1,904 lb). Front wheels 47 per cent; rear wheels 53 per cent. LB per C.C.: 0.91. B.H.P. per TON: 80.0.

TIRE SIZE: 5.25-16in on bolt-on steel disc wheels.

TANK CAPACITY: 11 English gallons. Approximate fuel consumption range, 22-26 m.p.g. (12.8-10.9 litres per 100 km).

TURNING CIRCLE: 33ft (L and R). Steering wheel movement from lock to lock: 2 turns. LIGHTING SET: 12-volt.

MAIN DIMENSIONS: Wheelbase, 81ft 6in. Track, 3ft 11in (front); 3ft 11in (rear). Overall length, 11ft 10in; width, 4ft 8in; height, 4ft 6in. Minimum Ground Clearance: 6in.

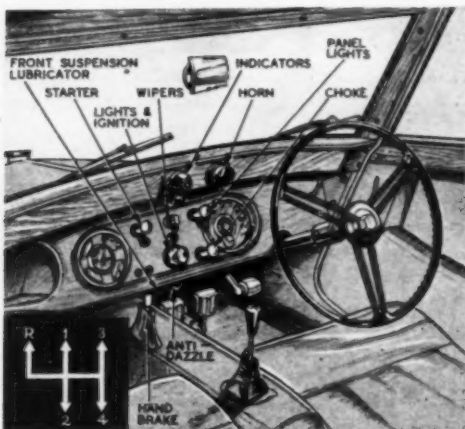
Overall gear ratios	ACCELERATION From steady m.p.h. of			Speedometer correction by Electric Speedometer
	10-30 sec	30-40 sec	30-50 sec	
4.1 to 1	9.9	9.0	9.5	Car Speedometer
5.6 to 1	6.5	6.3	7.4	Electric Speedometer
8.1 to 1	4.4	5.1	—	m.p.h.
13.8 to 1	—	—	—	10 = 10.0
From rest through gears to:—				20 = 19.0
	sec	sec	sec	30 = 28.0
30 m.p.h.	4.6	60 m.p.h.	17.9	40 = 37.0
50 m.p.h.	11.3	70 m.p.h.	28.0	50 = 45.0
				60 = 58.0
				70 = 64.5
				80 = 72.0
				90 = 83.0
				95 = 85.5

SPEEDS ON GEARS:

(by Electric Speedometer)	M.p.h. (normal and max)	K.p.h. (normal and max)
1st	18-24	29-39
2nd	35-46	56-74
3rd	58-69	93-111
Top	85.5	137

WEATHER: Dry, cold; wind gusty.

Acceleration figures are the means of several runs in opposite directions. Described in "The Autocar" of September 29, and October 20, 1930.



The low straightforward lines of the Morgan coupé are combined with ample weather protection which includes sliding side windows and a three-position head.

No. 1428 . . MORGAN PLUS FOUR COUPÉ

A RECIPE that is almost startling has been adopted for the Morgan Plus Four, first seen at last autumn's London Show. This is a car of little greater overall size than the former Four-Four model which was current for a good many years, and therefore it is a small car in all but the engine, which, by special arrangement between the manufacturers concerned, is the Standard Vanguard overhead-valve unit of just over 2 litres. The normal three-speed gear box of the Vanguard is replaced, however, by a four-speed box.

Weight is low and even though no attempt is made by the Morgan Motor Co., of Malvern Link, Worcestershire, to extract additional power from the engine they now use, the power-to-weight ratio of the Plus Four in b.h.p. per ton is right out of the ordinary. As a result, it has remarkable acceleration, a high cruising speed, and a wide range of potent performance on top gear. Its ability to cover ground rapidly, even over roads such as those of England, with their many deterrents to high-speed travel, is equalled by very few cars, though that is not the whole picture of this car.

Indeed, the Morgan is unique in some important respects. The basic design is simple and it forms a car of distinctly sports type, which, it must be emphasized, does not provide by any means everyone's form of motoring, and which is not to be judged on family saloon standards of comfort and quietness. But it does contain a very definite appeal to those who appreciate high performance with reasonable economy, in a compact size of car.

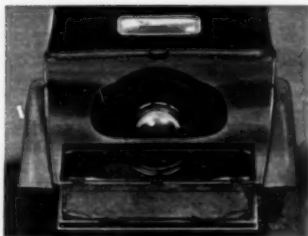
The suspension is firm to the point of harshness over some kinds of surfaces, there is a good deal of mechanical noise when the car is driven hard, and it is relatively stark as regards one or two items of equipment which have come to be regarded as normal in these times. Above all, however, it goes, in the full sense of that phrase. It gets up very quickly indeed to about 65 m.p.h. and does not want much road in which to see 70-75, around which figure it can be kept apparently indefinitely, with no sign of heat or falling oil pressure. The ultimate maximum on level ground is above 85 m.p.h. true speed.

Its extreme handiness makes it ideal for narrow roads and town traffic. Journeys can be made in outstandingly good time owing to the vivid acceleration and high natural speed and the way in which it can utilize every legitimate traffic opening with safety. The engine can be felt to some extent, there being a period of harshness around 50 m.p.h. in particular. The impression is soon gained that it can be driven really hard with impunity, to give average speeds



The front end treatment is in the traditional style with nothing "built-in." The radiator filler cap is external, the central pass light is mounted on a "badge bar," and the licence holder is on the left side of the two-piece bonnet in the usual Morgan position.

A hinged flap can be fitted as an optional extra, enabling a quantity of extra luggage to be carried. To keep the flap horizontal, two wires (on the inside of the flap) hook on lugs fitted just below the top of the wings.



ROAD TEST

continued

of exceptional merit. On suitable roads 56.5 m.p.h. was averaged over all but 50 miles; 55.5 m.p.h. over rather more than 40 miles, part of the latter run being considerably affected by traffic at one stage; whilst 54 miles were put into one hour on another familiar route.

Only slight pinking occurred even on low-octane fuel, and no running-on was experienced. Exhaust note is not at all marked; there is "pobbling" in the silencer when throttling back at medium speeds. No suggestion exists of under-gearing on the 4.1 to 1 final drive ratio, yet on top gear the range is from as low as 7 m.p.h. up to the capacity indicated by the ability to climb a hill of 1 in 6½ gradient (approximately 16 per cent), complicated by an appreciable bend, on top gear throughout at a minimum speed little below 30 m.p.h. Only a select band of cars of exceptionally favourable power-weight ratio has gone over this hill usefully on top gear during many years of its inclusion in *The Autocar* Road Tests.

It follows that a drop below third gear is seldom actually necessary for acceleration or climbing purposes, or even in congested traffic, although there is much amusement value, from an enthusiastic driver's viewpoint, to be had from free use of the gear box, with 40 m.p.h.-plus available on second gear and comfortably nearly 60 on third. There is great climbing power for really severe gradients. The gear change is an extremely good one, with a rigid, stubby central lever which has a short travel; snap movements are possible, although there is synchromesh. A positive stop prevents unintentional engagement of reverse, the lever having to be lifted slightly in neutral before that position can be selected. The gear box is mounted separately from the engine, a now unusual construction.

Rock-firm stability enables remarkable liberties to be taken in fast cornering, though with enterprising handling methods tyre squeal can be produced even with pressures recommended for fast driving. The front suspension is fundamentally the Morgan system current during many

years, utilizing a small-diameter coil spring of considerable depth at each side, in conjunction with telescopic hydraulic dampers. It has none of the softness and certainly not a trace of the roll characteristics associated with most present-day coil spring independent front suspensions.

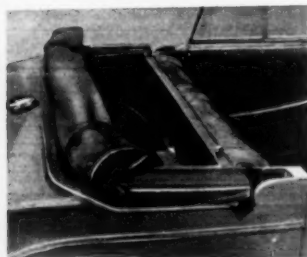
The steering is high geared; it is heavy at low speed but becomes lighter as the speed rises. There is noticeable understeer and the car has to be pulled fairly vigorously round the faster and more acute bends. The steering has strong self-centring action out of a right-angle corner and a light wheel hold is found best on the straight. At speed there is an unusual "feel" of slight lateral movement, probably arising in the driver's mind from movement of the scuttle structure. Slight lost motion in the steering of this particular car—which had had a hard life, including participation in the Land's End Trial—may have influenced the impressions on which that comment is based. The fact that to obtain the best from it the car has to be "driven" to some extent is no detriment in enthusiastic eyes. The car in question was understood to have covered more than 10,000 miles, an unusual figure for cars submitted to these tests.

Braking Confidence

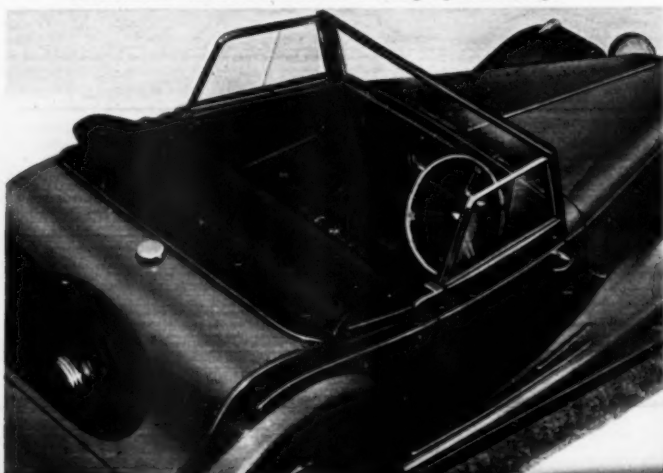
The Girling hydraulic brakes achieved all that was asked of them during a great deal of fast motoring; they needed fairly heavy pedal pressure for maximum results, but proved dependable. The hand brake is of the fly-off pattern and was found by at least one driver among the test team to be placed rather too far forward for maximum convenience.

The driving position suited a variety of drivers fairly satisfactorily, although some form of fore-and-aft adjustment is desirable for the one-piece back rest, the absence of such mechanism being somewhat surprising. The neat spring-spoked wheel is at a good angle and some slight adjustment of seating height is possible, as the two separate cushions

A useful luggage space is provided behind the seat and the flush inside door trim gives increased elbow clearance.

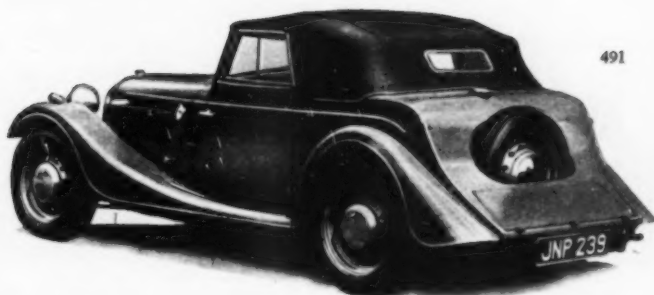


The head folds down neatly and fixes on dowels projecting above the back of the seat. The chromium framed side windows reduce draught quite effectively.

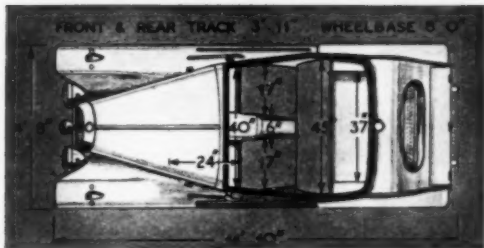
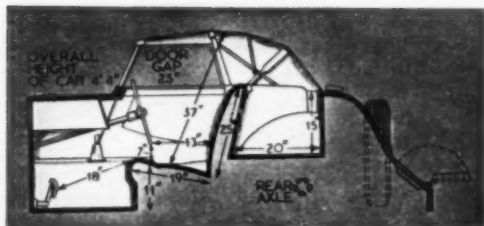




The head mechanism allows the front half to be rolled back in the "de ville" position, an unusual feature for a small car.



The traditional wing treatment combined with a fairly deep side valance in front effectively shields the body, but leaves the wheels entirely accessible. A central quick action petrol filler cap is mounted above the spare wheel.



Measurements in these scale body diagrams are taken with the driving seat in the central position of fore and aft adjustment and with the seat cushions uncompressed.

have pneumatic upholstery which can be inflated suitably. As it was, an average height driver could barely see the left wing. There is plenty of leg room; there is no space for the left foot to the left of the clutch pedal, though a place can be found for it between the clutch and brake pedals. Heel-and-toe operation of brake and throttle pedals is possible. Instruments include an engine water thermometer as well as an ammeter, oil pressure gauge and clock, though not a rev counter, and they are sufficiently illuminated at night without causing glare.

It is a coupé model that has been sampled, as distinct from the open two- and four-seaters that are also available. The head goes up and down easily and can be used with the front part of the head rolled back; in the fully folded position it naturally detracts from the limited enclosed luggage space behind the seat. Luggage capacity can be supplemented externally by a tray hinged down from the tail, this arrangement being optional in place of the second spare wheel that is normal equipment. Wood cappings of pleasing appearance are used in the interior. The coupé has sliding windows and, in the manner of this style of body, leftward vision is rather seriously restricted at road junctions, whilst rearward visibility, through a small rear window, cannot be described as good, especially in view of the fact that with the type of side windows used the driver cannot put his head out to see astern. Nor is the mirror view comprehensive. It would be a distinct advantage if the doors were lockable, but it is not easy to contrive effective locking in conjunction with sliding windows.

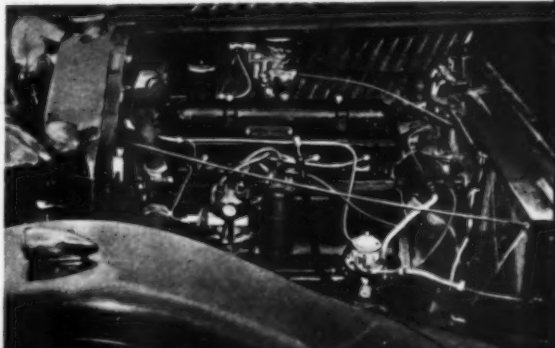
The head lamp beam is useful and the anti-dazzle system

is to switch out both head lamps with transfer to a centrally mounted third lamp. This gives a satisfactory spread, but not much length of beam; operation of the dip switch involves a rather awkward movement of the left leg. The horn note is higher pitched than usual and proves penetrating without being unpleasant; both it and the manually returnable traffic signals are operated by switches placed centrally above the fascia, where they are convenient enough once one has become accustomed to the now unusual positions. A valuable provision is a foot-operated control to the left of the dip switch whereby the front suspension can be lubricated via the engine oil pump, from the sump supply, while running. Engine starting from cold was quick, and in temperatures around 50 deg F the choke control could be put out of action quite quickly. Oil consumption was negligible.

The Morgan Plus Four has many of the advantages of the often lamented older type of sports car, and certainly offers all the benefits that are so frequently argued for by motor-ing enthusiasts as deriving from a very favourable power-weight ratio. It feels rugged and suggests that it can take rough going staunchly, even though not so comfortably as a more softly sprung car; and clearly it has a real value for trials and sports car competitions of the kind open to private owners.

It has faults of both omission and commission as seen through eyes accustomed to the entirely modern plan of car; but none of them is of a character to prevent its being great fun to drive, and to some large extent they can be forgiven. It is not difficult to believe that the keen minority of owners whom such a car interests would become very fond of it because of its fundamentally honest outlook and achievements. Certainly a great respect was felt for the Plus Four after one particular day of fast motoring towards the end of the testing, during a trial totalling more than 1,000 miles, of which half was covered in two days. Few machines, irrespective of price, could run away from it on a journey, and such performance is not easily bought today at the basic price of the latest Morgan; some accompanying sacrifices are perhaps inevitable.

The space under the bonnet is well filled by the 2-litre engine. To the right of the extremely accessible distributor and the coil is the crankcase breather pipe, and above the bell housing, on the bulkhead, is the front suspension pressure lubrication system. A carburettor air cleaner is not fitted.





TRADITIONS and TROUBLES

WHEN the Worshipful Company of Coachmakers and Coach Harness Makers assembles with its ladies for the annual livery dinner in the City of London, it is a notable occasion. The Master and his Lady, together with the Lord Mayor and Lady Mayoress of London, preside over a distinguished company of personalities of the worlds of motoring and aviation, and the glitter of medals and decorations, the sparkle of jewels and the gleam of priceless gold and silver plate against the dark background of timber panelling and ancient banners make a scene which provides a refreshing relief from the drab and austere life of post-war Britain. This is a thriving and influential company, but nowadays it draws an important part of its membership from those who direct the fortunes of the great car and aircraft factories of Britain.

The superb gilded scale model of

the royal state coach of England, with its painted panels by Cipriani, still stands in one corner as a reminder of the company's origins, but the limelight is inevitably stolen by the modern coach, which, with the aid of jet propulsion, can fly the Atlantic in five hours.

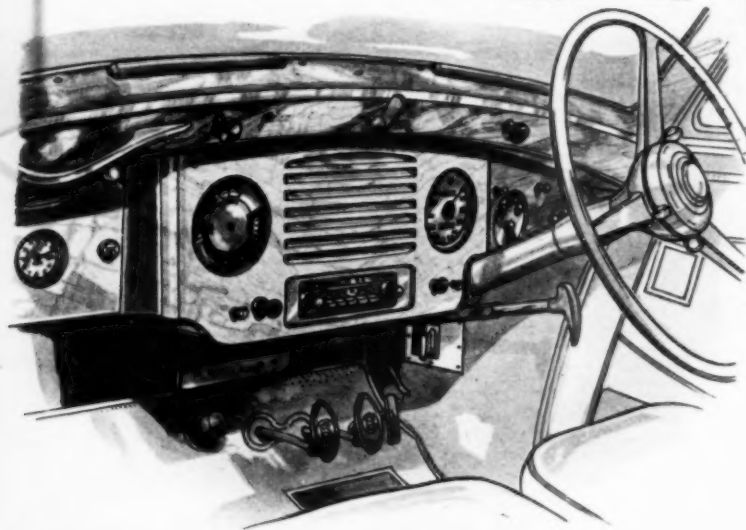
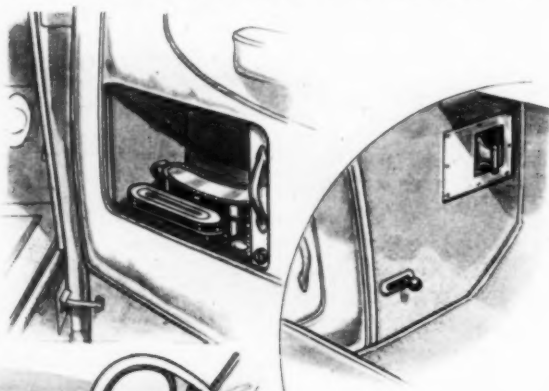
Their numbers are reduced. At the last pre-war London Show in 1938 there were twenty-six British exhibitors in the coachwork section. At the exhibition in 1950 their numbers had dwindled to sixteen, of whom a mere half-dozen or so now cater for the fastidious owner who wishes to have a body constructed to his own requirements. In 1930, twenty years ago, fifty-one exhibitors had coachwork stands at the Olympic Show.

However, despite much discouragement there remains an active and efficient nucleus of superb craftsmen who retain for Britain undisputed leader-

IN SPITE OF DIFFICULTIES BRITAIN STILL MAKES FINE SPECIALIST COACHWORK

by GORDON WILKINS

Right: Two interesting details in a Bentley saloon built by James Young for Mr. Claude Wallis, Chairman of the Associated Iliffe Press. On the left is a compartment in the door with recess for binoculars, a miniature camera and its accessories. The compartment can be reached from outside the car and is concealed by a sliding shutter which can be locked. On the right is a control for the duct which takes fresh air from the grille at the front of the car, and below it is the remote control for the flap concealing the petrol filler.



The interior woodwork of this Bentley is in figured and plain walnut. The fascia panel combines taste with accessibility of control. The characteristic Bentley lockable switch for ignition and lighting is on the right, and the combined oil and water gauges, ammeter and fuel gauge are grouped on the left of the radio loud-speaker. On the right of it is the speedometer. Controls for the Radiomobile set, with push-button tuning, are easily reached by the driver.



ship in the production of "gentlemen's town carriages." The effects of two world wars and the use of taxation as an instrument of social revolution have greatly reduced their clientele, and the competition of the quantity-produced car has itself restricted the market for individually built coachwork. Hence the change which has taken place in the coachbuilding industry.

Some companies with a long tradition have passed into the control of individual car manufacturers and now devote their efforts to making fine bodywork in series for the chassis of one manufacturer. Park Ward and Co., Ltd. labour unceasingly on behalf of Rolls-Royce and Bentley, Barker and Co. (Coachbuilders), Ltd. make the bodies for the large Daimler chassis, and Vanden Plas produce the bodywork for the Austin Princess, while Thrupp and Maberly make a range of bodywork for the Rootes Group, which includes the Humber Pullman and the Imperial limousine. The Birmingham company of Mulliners concentrates on the manufacture of series bodywork largely produced in quantity from steel pressings—such as in Triumph saloons, the Alvis saloon and the Standard Vanguard estate car, and it is the London company of H. J. Mulliner which builds the individual coachwork, and which recently produced the first body on the Rolls-Royce Phantom IV chassis to the order of H.R.H. Princess Elizabeth. Tickford, pioneers of easy acting convertible heads in pre-war days, make special bodies in restricted series to standard designs, such as their Humber Super Snipe convertible and the Healey saloon. E. D. Abbott still specializes in fine drop-head and con-



An air of luxurious comfort is immediately given by the interior of a special body; in this case the builder is H. J. Mulliner. Left: Luggage provision that makes packing easy. Where expense is a secondary consideration, beautiful fitted cases are tailored to suit the luggage locker and utilize every inch of space. Below: A wide front arm rest can be used to provide a cabinet for incidentals.

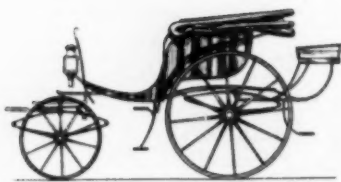


vertible bodies for Bentley and Healey. Carbodies, Ltd., of Coventry, also make a speciality of convertible coachwork produced in series, being responsible for such popular models as the Hillman Minx convertible and the new Austin Hereford coupé, both of which employ the same body pressings as the saloon models produced by the manufacturers themselves. These cars are, of course, listed as standard by the manufacturers for whom they are built.

The market for independent hand-made coachwork produced singly or in small batches is therefore restricted. Besides H. J. Mulliner, the outstanding names are Hooper, Rippon Brothers of Yorkshire, Freestone and Webb, and James Young. Such specialists still hold themselves free to meet individual requirements of the



ROBINETTE



DRIVING PHANTOM

TRADITION AND TROUBLES — continued —

buyer and pamper his idiosyncrasies in every detail. They still find a fair number of buyers in Britain despite the crushing effects of double purchase tax, but they also maintain an important export business catering for the requirements of buyers abroad who recognize fine quality.

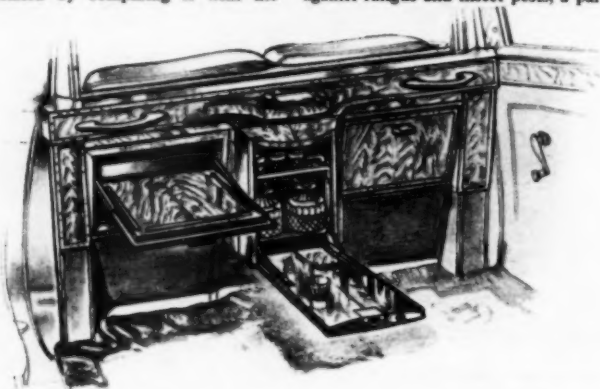
There are some respects in which

their products are unique. The skill of the British carrier in producing soft upholstered leathers has no peer and is complemented by the skill of the workman who utilizes the material. The detail work in pleating, stitching, piping and filling the upholstery reaches the quality which is best appreciated by comparing it with the

work of less skilled craftsmen who have had access to the same materials, as can be done at international shows. It is interesting in this respect to note that coachbuilders throughout the world compete for supplies of British upholstery leathers. The same superb skill is exploited by the cabinet makers who use fine veneers and rare woods with such envied ease to complete the utterly luxurious interior appointments.

Constructional methods have, of course, undergone a change to take advantage of modern methods and to keep manufacturing costs down. Some of the coachbuilders still employ the conventional ash framework, but their joints are frequently lined with linen and impregnated with graphite to prevent squeaks developing, and the timber is impregnated as a protection against fungus and insect pests, a par-

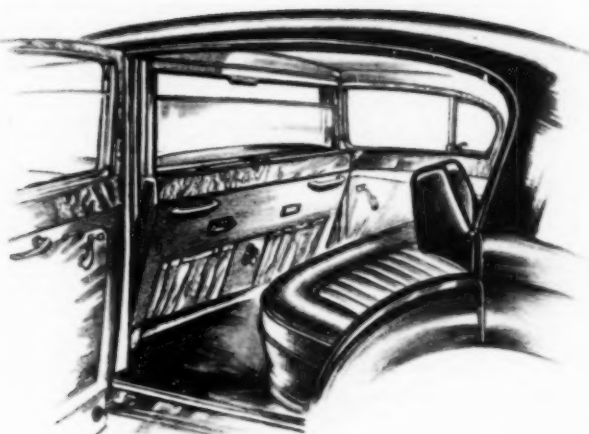
A cocktail cabinet in walnut veneer in a Rolls-Royce touring limousine by H. J. Mulliner, typical of the exquisite cabinet work in which the British coachbuilder excels. On each side are folding tables and, in the centre, above the cocktail cabinet, is an ash-tray with cigar lighter alongside. The space below the tables is utilized for folding foot-rests.



This six-light saloon, on a Bentley chassis, by Freestone and Webb, is exemplary of the way in which the specialist coachbuilder can combine modern elegance with austere regard for tradition. A design exhibited at the 1950 London Show, this model can be converted into a four-light body if required.

A detail on the Rolls-Royce Phantom IV built for H.R.H. Princess Elizabeth. The centre portion of the roof over the rear compartment is transparent, but it can be obscured by a sliding panel which is electrically operated.





ticularly important precaution in climates such as that of India, where the princes continue to be faithful supporters of Britain's fine coachbuilders.

There is a steady move towards the use of all-metal structures; aluminium castings are now commonly used for door pillars, and some bodies, such as the saloons and convertible made by Park Ward for Rolls-Royce and Bentley, have all-steel frames.

Hand-beaten panelling still has an important place on the specialist body, but manufacturers endeavour to ensure sufficient orders for a given type to support some degree of tool production.

The quite fabulous expenditure necessary for the production of steel panels in the modern press is, of course, out of the question, but aluminium panels can be formed quickly by a variety of methods. Press tools in alloys can be cast quickly in plaster moulds and are sufficiently hard to do the work of forming curved panels in aluminium sheet. Another method which is used successfully is the cast concrete former faced by a sheet of steel. Such methods speed production of the structure and its panels, but the individual needs of the purchaser can still be met in full.

Modifications

Even with the bodies made in series by companies under a manufacturer's control, a good deal of modification is possible in the way of providing wider doors, special windows, sliding divisions, non-standard luggage accommodation, special ventilation systems and unusual seating arrangements.

A first-class coachbuilder is as discreet as a lawyer or a physician. If you are a citizen more than usually exposed to envy and malice, he will provide you with bullet-proof glass and armour plating in your doors, and will

keep your secret inscrutably. If you require a foot-wide running board on which your guards can ride, or a discreet compartment where their arms can be kept, it can usually be provided. Coachbuilders who build bodies on Rolls-Royce chassis have occasionally to meet such requirements for those who have achieved eminence only at the cost of insecurity. Such requirements may add a great deal of weight, of course, and Rolls-Royce maintain a special department which takes the final car on completion, road tests it and modifies the suspension if necessary.

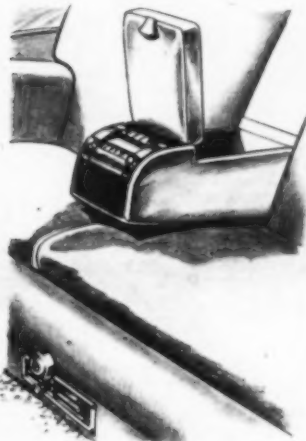
Craftsmanship's Reward

The special body is built to last and it is not unknown for one body to wear out several chassis, being transferred from one to another by a fastidious but eccentric owner, who has not changed the cut of his suit these last thirty years and sees no reason why he should change the shape of his car.

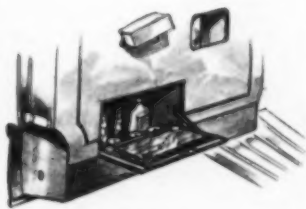
In the matter of style, the British coachbuilder avoids innovations, not because he is afraid of them—frequently he has a drawer full of very advanced designs, but because the particular clientele for which he works does not favour them. The owner who pays today's price for specialist coachwork expects to keep his car for some time and does not want to see it outmoded by some new idea in some years' time.

The line must be logical if the vehicle is not to look ridiculous a few years later. The truly elegant cars of pre-war days are still admired today, because their lines were pure and simple. The best coachwork does not produce reactions of excitement and astonishment. It is not ostentatious; it commands respect by dignity and sobriety of line. These are the principles which guide the British specialist coachbuilder, whose work is applauded throughout the world.

Typical of the fine quality bodywork produced by the coachbuilders who now work exclusively for one manufacturer is this touring limousine built by Vanden Plas for the Austin company. The limousine division, for use when the car is chauffeur driven, is electrically operated, and does not prevent the owner sliding the front seat backwards and forwards when he drives the car himself.



Another example of how the large modern folding arm-rest can be utilized to provide space for gloves, cigars or cameras, and also room to house the radio controls. Below are the sliding seat control and the grille for the ventilation system. These details were sketched from H.R.H. Princess Elizabeth's Rolls-Royce.



The extra door thickness provided by modern body lines has been exploited by Park Ward in this Rolls-Royce sports saloon to provide a cocktail cabinet and glove box. There is a locker for cleaning materials in the other door.



FIVE-LAP GOODWOOD

MEMBERS' DAY PROVIDES GOOD FUN IN FINE WEATHER

THE fifth members' sports car meeting at Goodwood seemed, perhaps, to catch the carefree spirit of days gone by. Glancing through the programme, one came across names such as those of "Sammy" Davis and Gordon England, to name only two; and although they were there in an official, rather than a competitive, capacity, personalities such as these lend additional tradition and colour.

The weather was set fair for an afternoon's racing, and in the teeth of a keen wind, a large crowd of "members and friends" could be seen at every vantage point. There were nine events in all, of which the first four were scratch races run over five laps. The remainder were handicap events run over the same distance.

Event one was for cars up to 1,100 c.c. unsupercharged, and from a position in the third line of the grid, Lester, in his M.G., sprang into the lead within the first quarter of a lap, and increased it lap by lap, finishing a full four seconds in front of Gibbs' Riley, which was in second place by lap two, after passing J. M. Hawthorn, also driving a Riley. Metcalfe (Fiat) held fourth place for two laps and then retired with engine trouble.

In quick succession, and strictly according to the timetable, followed event two (1,100-1,500 c.c. unsupercharged) and it is interesting to note that Griffiths, driving a Lester M.G. (enlarged to 1,468 c.c.) and occupying the same grid position as Lester in the previous race, was also in the lead by the first lap. This he held until the start of lap four, when his luck turned—as also did his car—which spun round at Madgwick Corner, when in second place, after being passed by Ruddock in an H.R.G. This misfortune cost Griffiths the race, for although he drove on there was no time to come in better than fifth.

Frazer Nash dominated the field in the 1,500-3,000 c.c. unsupercharged race, winning the first four places. From the start Winterbottom was well up, pursued by the next five cars, and at the end of the first lap the order was Winterbottom, McAlpine, Crook and Moore. But by lap two the position had changed, the Con-

naught and H.W.M. giving place to Fairman and Stoop, both driving Frazer Nashes. The next lap saw the first four cars in their final positions, for Stoop had passed Fairman and was closing in on Crook. In lap four Moore shot off the course on to the grass, found the road again, but unfortunately collided with Peacock's Frazer Nash, putting both cars out of the race, which finished up as a "one, two, three, pause, four" victory for Frazer Nash.

A scream of tyres at Woodcote heralded the arrivals at the end of lap one in the unlimited race. Scragg was leading, followed by Holt and Wood, all in XK 120s, with Gale's Darracq in fourth place, but from a third row starting position he passed Holt and Wood in the second lap and Scragg in the third, finishing the race with a four-length lead. Cripps toured around quite well, although his car did sound a little tired, and after two laps it had had enough.

The second half of the programme was opened with Handicap (A), with cars ranging from an Austin Seven, driven by Sundt, to the scratch car, a supercharged Merc' driven by Powell. Wilmshurst handled his Bentley in fine style from seventh place in lap one to first position

Event 3: The first bend, with a very close field. Fairman is leading, closely followed by Winterbottom, with Crook in third place, all driving Frazer Nashes.

in lap three, which he held for the rest of the race with an average speed of 72.7 m.p.h.

Event eight—Handicap (D)—proved a very exciting race, with a good field. Lyons made full use of his 40 sec start and led at 75.30 m.p.h. However, a lot was going on behind him. Crook, starting from scratch, was in ninth place in the first lap, but by lap three was in fourth position and finally, after clocking fastest time of the day, finished second, not without a certain amount of what looked like "fist shaking." He was closely followed by Winterbottom and McAlpine.

The last race saw Allard as scratch man trying very hard indeed and it speaks well for the handicappers that he came from the eleventh position in lap one to finish third. Stoop rose to second place in lap three, passed Jacobs and held the first position for the last two laps. Wood had trouble at Woodcote; just before the corner his car turned completely round in its own length, round again, and hit the straw, but after a short pause he seemed to think things out, start up and drive off.

PROVISIONAL RESULTS

Up to 1,100 c.c. 5 laps scratch: 1. Lester M.G. 1.087 (H. Lester), 10m 14.5s, 72.70 m.p.h.; 2. Riley 1.089 (L. Gibbs), 3. Riley 1.089 (J. M. Hawthorn). Fastest lap: L. Gibbs, 1m 5m, 72.60 m.p.h.

1,100 to 1,500 c.c. 5 laps scratch: 1. H.R.G. 1.496 (G. A. Ruddock), 2m 32.2s, 72.50 m.p.h.; 2. Lamia 1.460 (P. Taylor), 3. Frazer Nash 1.496 (D. Parker). Fastest lap: G. A. Ruddock, 1m 53.2s, 76.40 m.p.h.

1,500 to 3,000 c.c. 5 laps scratch: 1. Frazer Nash 1.971 (E. Winterbottom), 2m 14s, 77.50 m.p.h.; 2. Frazer Nash 1.971 (T. A. D. Crook); 3. Frazer Nash 1.971 (J. R. Stoop). Fastest lap: lie between J. R. Stoop and E. Winterbottom, 1m 46.5s, 81.10 m.p.h.

Over 3,000 c.c. 5 laps scratch: 1. Darracq 5.996 (G. Gale), 2m 16.4s, 77.30 m.p.h.; 2. Jaguar XK120 5.642 (L. Wood), 3. Jaguar XK120 5.642 (E. P. Scragg). Fastest lap: Jaguar XK120 5.642 (E. W. Holt), 1m 45.6s, 81.90 m.p.h.

Handicap Race (8 laps scratch): (A) 1. Bentley 4.138 (H. J. Wilmshurst), 0.25s start, 11m 9.6s, 72.70 m.p.h.; 2. Riley 1.089 (J. M. Hawthorn), 0.30s; 3. Healey 2.643 (Sir P. H. D. Samuelson), 0.18s. Fastest lap: H. J. Wilmshurst, 1m 52.2s, 76.60 m.p.h.

(B) 1. Healey 2.643 (H. Kemp-Pence), 0.50s start, 10m 55.0s, 73.10 m.p.h.; 2. Healey 2.643 (A. J. Stokes), 0.50s; 3. Talbot 2.970 (D. Margulies), 0.45s. Fastest lap: Healey 2.643 (R. F. Walsh), 1m 53.6s, 76.10 m.p.h.

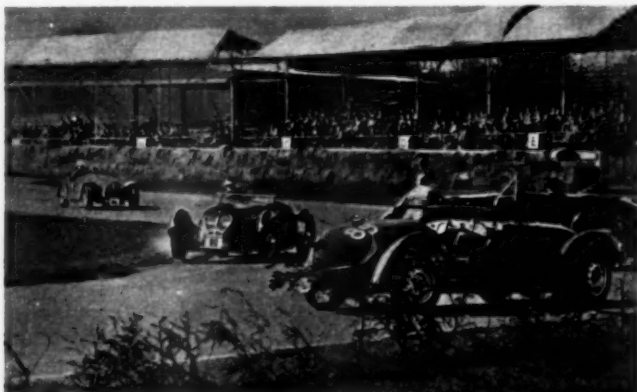
(C) 1. M.G. 1.435 s (P. O. Davis), 0.40s start, 11m 12.5s, 71.10 m.p.h.; 2. Alfa-Romeo 2.500 s (J. J. Bremner), 0.25s; 3. M.G. 1.430 (W. P. U. Constable), 1.25s. Fastest lap: M.G. 1.087 s (H. W. Jacobs), 1m 54.2s, 75.00 m.p.h.

(D) 1. Connaught 1.767 (J. Lyons), 0.40s start, 9m 44.0s, 75.30 m.p.h.; 2. Frazer Nash 1.971 (T. A. D. Crook), 0.50s; 3. Frazer Nash 1.971 (E. Winterbottom), 0.65s. Fastest lap: T. A. D. Crook, 1m 42.4s, 84.50 m.p.h.

(E) 1. Frazer Nash 1.971 (J. R. Stoop), 0.18s start, 9m 55.8s, 78.10 m.p.h.; 2. Darracq 5.996 (G. Gale), 0.05s; 3. Allard 5.917 (H. H. Allard), 0.00s. Fastest lap: H. H. Allard, 1m 45.0s, 81.70 m.p.h.

Fastest lap of the day: T. A. D. Crook, 84.50 m.p.h.

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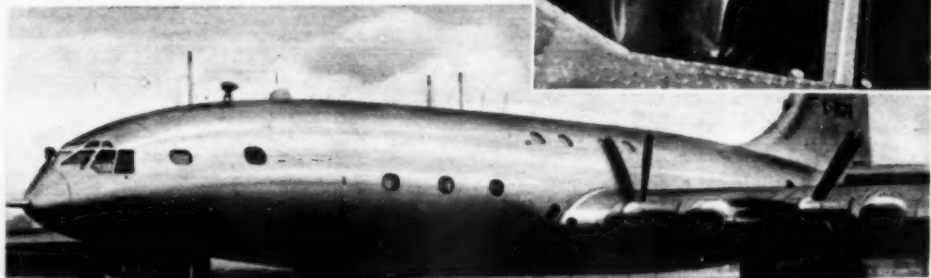
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B.Sc.
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Snow lay on the pine-clad slopes where the road dived beneath the rock.

Continental Scrutiny

A HUMBER SNIPE IN OVERSEAS TOURING CONDITIONS

BEFORE winter had been finally routed by spring a journey to Switzerland coincided with the orthodox Road Test of the latest Humber Super Snipe, which was handed over to me immediately after the acceleration and other performance data had been obtained, without any final check by the manufacturer's service department. That alone speaks volumes for confidence in the car, which was merely topped up with petrol, oil and water, checked for tyre pressures and headed from the Midlands for London and Dover. In London two colleagues, one plus wife, were collected and our baggage, four suitcases and two kitbags, seemed lost as we stowed it in the large tail locker.

First a word about the car. It is one of the few large British cars—big bodied and 4.1-litre engined—available at under £1,000 plus purchase tax. Obviously, therefore, it is just the car for the transport of four people and their luggage across France. To make the journey more interesting, and more of a test for the car's capabilities, we planned to take a more easterly route than was necessary, crossing the Vosges mountains by one of the famous cols and entering Switzerland at Basle.

On the run from the Midlands to London with one up, and down to Dover with four up, it became apparent that the journey was likely to be both swift and comfortable; but the crew were only beginning to know the car. The navigator experimented with the controls of the heater and demister until he could regulate the interior temperature to a degree, or banish the first sign of mist with the flick of a finger. This attention to detail on his part was really appreciated at 5 a.m. when we drove off the *Hampton Ferry* at Dunkerque. A grim hour, after, at the most, four hours' sleep, with Customs to go through and a full day's motoring ahead! It was bitterly cold, but the engine quickly warmed up and gave us a warm and snug interior in which to wait while the queue of cars filed slowly through the usual formalities.

At 5.30 a.m. the navigator entered the time in the log and we were off. No trouble now in getting out of the dock and over the rough *parc* through the sleeping town, for there are signposts at all turpings. It was very different in 1946 when I was hopelessly lost and finally picked up a shipping official on his way home to guide me.

At Ligny-en-Barrois the Cheval Blanc is a small but comfortable hotel noted for its cuisine.





The village clock at Courrendlin.

Continental Scrutiny — continued —

No sooner were we clear of the town than mist began to roll up from the canal alongside which the road to Cassel (N.16) runs, and soon it became a real ground fog. With a good knowledge of the road, and the low, well-splayed beam of the Lucas fog lamp in place of the head lamps' light, we managed to maintain a more or less steady 30 m.p.h., less when the fog was thicker and more as it thinned a little. In this sort of driving the smooth flexibility of the big side-valve engine showed to advantage; it was almost inaudible, but always responsive. The wide-angle vision through the broad screen was also most helpful.

Where the road climbs over the shoulder of the hill on which stands Cassel, which one does not actually pass through, we ran out of fog. But it was not for long. As we ran down the other side we dipped back into it; even so we managed to pick out the right-angle turn for Hazebrouck

a mile or two farther on. Our route then was Béthune, Arras, Cambrai, St. Quentin, Laon and Rheims.

The log records that in the first two hours we covered only 52 miles, but as the daylight strengthened the fog became less troublesome and into the third hour we put 41 miles, and increased it to 46 in the fourth. Although it was only 9.30 a.m. we all felt like "elevenes" and so we pulled up at the buffet at Laon railway station and were served with quite good coffee and fresh *crescents*.

Between Laon and Arras, where the road runs straight as an arrow across a wartime airfield, we really gave the Super Snipe its head for the first time. The speedometer needle swung quickly to the 80 mark and then slowly climbed on to reach and hold the 90 m.p.h. This, we knew from the Road Test figures, meant a genuine 85 to 86. At such a speed the engine was exceeding 4,000 r.p.m. and power roar was perceptible, but it remained smooth and the big car provided a most comfortable ride.

Easing Up

As we left Rheims we raised our hats to Pommery and Greno and stopped for a few minutes to look over the old trench system of 1914-18, for we were in no hurry. We had only about 70 miles to cover to Ligny-en-Barrois, where we planned to lunch, and a couple of hours in which to do it. Shortly we turned off N.44 along N.394 to Bar-le-duc and, as we climbed gently, we found snow still lying in the shade. It was a very brilliant day, but cold, and the heater was kept at work. From time to time we switched on the H.M.V. Model 4200 radio, which still brought in English stations clearly.

Our first stop for petrol emphasized the one drawback of Continental motoring at present—its cost. Fifty litres of the ordinary grade cost 2,690 francs, that is eleven gallons for £2 14s, or 4s 11d per gallon. On this grade the engine was perfectly happy with virtually no audible pinking. At home, petrol consumption had worked out at 17 m.p.g., but with four up and continuous fast driving we were getting rather less.

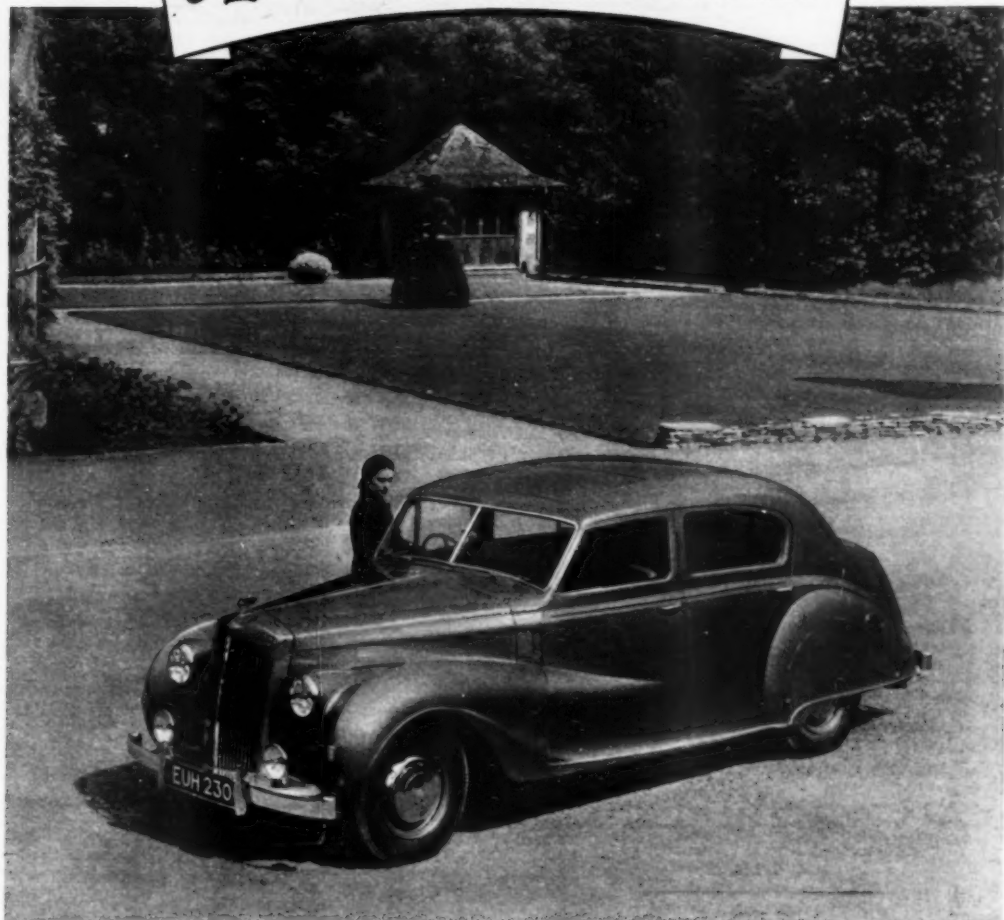
At the Cheval Blanc at Ligny we lunched well, for breakfast on board at 3.30 a.m. seemed a very distant memory. Then on again through Neufchâteau and Domremy-la-Pucelle, with a halt for the inevitable photographs of Joan of Arc's birthplace. At Epinal there were considerable road work and rebuilding going on, and even more at Gérardmer, for the picturesque little resort at the foot of the Vosges was burned down by the retreating Germans.

Here we had already climbed over 2,000ft and there was plenty of snow about although the road was clear. We knew we would have a snow-covered road for the climb over the Col de la Schlucht, which is nearly 3,800ft, but we had both chains and John Bull snow-grips in the rear locker in case of need. As we climbed up between the pines which cover the slopes of the mountains the snow became deeper, but by gentle use of the throttle on top or third gear we



In the foothills of the Vosges mountains between Epinal and Gérardmer the landscape was still snow-covered.

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Continental Scrutiny continued

avoided undue wheelspin. Here and there, usually on the hairpin bends, deep potholes had been worn in the hard-packed snow, but the Super Snipe rode them well. We could hear the wheels crash into them but we did not feel them.

Care was necessary when descending vehicles were encountered, for they, and we, were sliding from side to side at times, but when a snow-plough was encountered we had to stop. Its crew soon folded the one blade inwards on the other to give us passage and we had no trouble in restarting. At the summit winter sports enthusiasts were just packing up for the day. We rolled gently down the other side, taking care on the icy corners, and were soon safely in Colmar at the Hotel Bristol.

After dinner we reviewed the day's progress, for we had 388 miles on the clock and had been on the road a few minutes over thirteen hours, an overall average of 30 m.p.h. Our progress, however, had been quite leisurely and the log showed that stops accounted for just over three hours, giving us a running time average of close on 40 m.p.h. Except for a little eye-strain owing to the early morning fog we were perfectly fresh and unfatigued, as we proved by a sharp walk after dinner. Sharp it was, too, because the weather was bitterly cold.

After standing in an unheated garage all night the Super Snipe started instantly next morning. The white mantle of frost lay thickly on roofs and fields as we sped across the plain of Alsace to Mulhouse. We spent an hour looking round the ancient town and then crossed into Switzerland at Basle. Both the French and Swiss Customs were swift and courteous.

Two Birds

At Basle the station restaurant has the reputation of being one of the places at which to lunch, and as we needed to cash travellers' cheques, which I knew from experience could be done expeditiously at the station, we decided to kill two birds with one stone. Cars may conveniently be parked in the square in front of the station. The restaurant's reputation is, we agreed, well deserved! From Basle we made for Biel by way of Laufen, Delémont, Moutier and Sonceboz, a somewhat winding but picturesque road. Then we followed the shore of the Bieler See, with vineyards fringing it, and at the quaint old village of Neuveville, when we spotted a most attractive tea-room, we could no longer resist the lure of a cup of tea. A few miles farther on, at St. Blaise, the road runs alongside the Lac de Neuchâtel, through the town of the same name with its impressive castle, through Colombier with its castle, and on to Grandson, also with a castle.

At Yverdon, at the western end of the lake, we took the road to Lausanne and then followed the Geneva road along the shore of Lac Léman. The log showed a mere 204 miles for the day, but they were leisurely miles with many stops for meals and photographs. In Geneva there were sharp frosts at night, but although the Humber stood outside the hotel in the open it started instantaneously in the mornings and warmed up quickly.

For the return journey we followed our usual custom of covering the 130 miles from Geneva to Chalon-sur-Saône in the late afternoon by way of Nantua, Pont d'Ain, Bourg and Tournus, so as to have a good night's rest at the very comfortable Hotel Royal there, in preparation for the long run to Dunkerque next day. Dinner at the Royal has become a gastronomic rite as well as a necessary meal, and we are welcomed as old friends rather than clients. So we rose leisurely next day, had a look round the town for old time's sake, and set off at 11 a.m. with 375 miles to do and twelve hours in which to do it.

We took what we call "the wine list road" to Dijon, where the vineyards line the road and every signpost bears the name of a famous Burgundy—Mercurey, Montrachet, Volnay, Pommard, Beaune, Corton, Nuits St. George, Vosne-Romanée, Clos de Vougeot, Gevrey-Chambertin. What a lyrical list! It was difficult to believe that those

dry-looking bits of stick in serried rows in the rich brown earth will soon become green and will later bear great clusters of grapes which will be harvested and pressed before we make our Swiss pilgrimage again.

By noon we had fifty miles on the clock, including traversing Dijon, and as we ran along N.71 following the course of the young Seine, there no more than a rustic stream, we stopped near Aisey to photograph an attractive-looking château. What a home for a fisherman! At one o'clock we arrived at the Côte d'Or at Châtillon-sur-Seine for lunch, having covered 96 miles in two hours in spite of Dijon traffic and photographic stops.

We continued to follow the growing Seine to Troyes along N.71. Although the road is not considered a fast one or well surfaced, the Super Snipe gave us a comfortable ride at a cruising 60-70 m.p.h. Turning off N.19, which we had followed from Troyes, we took N.373 through Sézanne, Montmirail, across the Marne at Château-Thierry, on to Soissons by N.37 and so through Ham to Péronne, Bapaume and Arras.

Night Crossing

We had time to spend an hour and a half over dinner at the Univers before following our outward route back to Dunkerque, arriving at the quay soon after 11 p.m. There we had to wait for two hours because the ferry boat was late coming in owing to the congestion of maritime traffic through the lock, but we passed the time comfortably in the car thanks to the heater, studying the log and recalling the many incidents of our journey. In just over three days we had covered 1,100 miles of good, bad and indifferent road surfaces, including a 3,800ft climb in snow. We had journeyed in perfect comfort throughout, without the slightest hitch, and over the whole distance our petrol consumption worked out at 15.7 m.p.g.

The capacious locker made loading and unloading the luggage a simple matter, and the light inside the locker proved really useful. The folding centre arm-rests of both front and rear seats and the generous roominess of the body, which allowed for changes of position, contributed not a little to the freedom from fatigue during the two days when close on 400 miles had been covered.

On the final stage from Dover to London we were somewhat quiet, not because of the early morning start, but because another Swiss journey had come to an end and we were sorry to part from a car which had truly given us de-luxe travel.

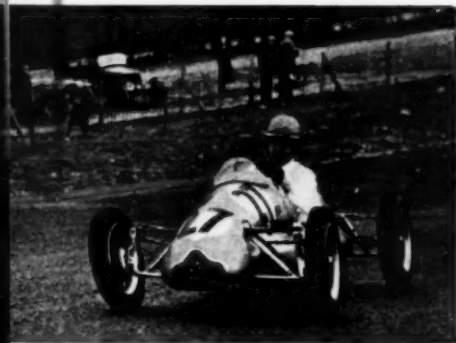
On the way from Basle to Biel, near Aesch, stands this quaint fortress-château.





FUN IN 500s :

INCIDENTS AT BRANDS HATCH
REPORT AND RESULTS PAGES 487-8



Above : As the cars stream into the first bend during the fourth heat of the Open Challenge race at Brands Hatch, Alf Bottoms challenges Alan Brown for the lead to continue the J.B.S.-Cooper duel.

Below : Rear view of P. de F. C. Pycroft's Emeryson after its collision with N. Pugh's Cooper. Left : The drivers discussing the accident.



Left : Two views of Coopers cornering: (above) Ken Carter, (below) Bob Gerard, both with twin o.h.c. Norton-powered Mark V models. Note the apparent distortion of Carter's right-side front wheel and tyre.





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Road traffic and railway trains—running on surken lanes—share a single-lane bridge in the Rampur district of Northern India. The practice is common, and saves the expense of duplicating road and rail bridges.

CORRESPONDENCE

ROADWORTHINESS

Good Reading for Waiting Candidates!

[63325.]—A bunch of us out here got a great kick out of that article on car testing (March 2). The fallacy of the idea should have been exposed long ago, but we haven't any auto journals in this country and the daily papers don't seem too anxious to print letters exposing the testing nonsense. Actually, it's quite a political issue out here, with a minority committed to the idea and fighting to keep it going after managing to get the equipment installed and the inspectors hired. The opposition is great but completely unorganized and I'm afraid we're stuck with it.

I was taking my pre-war Austin down to the machines when I picked up the issue with the article. The car was, of course, rejected (king pins a trifle too loose!) but I didn't waste the journey entirely, with the article to pass around to the waiting victims. There was a line up two deep a block long. It meant two wasted half-days getting the car through, plus the expense of the garage.

The article should be of use in fighting the introduction of any such scheme over there. Mr. Don Smith did a nice job and I only wish it could be given wider circulation here, where they've just about got us cowed into submission in spite of our numbers.

L. R. HICKS.

Vancouver, B.C.

One Firm Which Supports Vancouver Tests

[63326.]—It was with a great deal of regret that I found in your March 2 issue an article condemning the motor vehicle inspection station in Vancouver, B.C. I find it hard to believe that your journal, which enjoys world-wide popularity, would be so gullible as to publish an article so obviously the work of a crank, or at least one who has no idea of what he speaks.

I'm sure that our testing scheme was never introduced with the hope of preventing all accidents. We all know most accidents are caused by human error. However, if it has, through checking our automobiles for faulty brakes, steering, lights, and so on, saved one life, then our city is to be complimented for its pioneering achievement.

This particular station is considered the finest on the North American continent, and is visited by safety campaign officials from every city in the United States. It is true that the system is not infallible. I, myself, have gone around the block, after being rejected, to another lane and have passed. Unfortunately, some of the tests involve the human element and therefore will never be perfect. Naturally this fault will always cause criticism

from a certain type of motorist who is too narrow-minded to explore the overall picture. In some extreme cases of ignorance, it may even cause them to write articles to overseas journals.

May I go on record in saying that our testing station is accepted by the vast majority of our motorists as the greatest contributing factor towards making our cars mechanically safe, and, when they are in the hands of some drivers, a definite step towards lowering our traffic fatalities.

Even friend Smith is protected against having his M.G. roadster cut in half by a 1925 vintage car operating with no brakes, because such a car would not be allowed on the streets of Vancouver in that condition.

Furthermore, his reference to road conditions in Vancouver and British Columbia is in very bad taste. No provincial government in Canada has spent a higher percentage of its income on roads than ours in the past few years, and it now boasts some of the finest mountain highways to be found anywhere. Let us remember that ours is a new country which we Canadians are very proud of, and we resent an Englishman coming out here and deliberately giving your readers a false picture of our endeavours.

Again, my apologies for our Mr. Don Smith's unfortunate article. Should any reader wish further proof of our scheme's usefulness, I would suggest that he write Inspector Gray, Superintendent of the City of Vancouver inspection station, for details.

Vancouver, B.C.

W. E. GORDON, Gordon Brothers.

GEAR CHANGING

Widespread Criticisms of Steering Column Lever

[63327.]—One more voice to back up Mr. H. Harvey [63297] in his support of The Scribe's remarks about the steering column gear change.

I have also noticed rather similar, if not quite so emphatic, comments at different times from motoring correspondents of the daily Press, and heard them from members of the motor trade.

Leeds, 2.

J. R. BENTLEY.

THE BUDGET

Purchase Tax a Creator of Luxuries

[63328.]—As a representative of a "single class" which has experienced the fullest burden of purchase tax and Government "burglary" since purchase tax (which should be called more rightly a production tax, as you yourselves hinted at) was first introduced, let me say how warmly my fellow-directors and I welcome your excellent article "The Inflationary Road" (Apr. 13).

Only in one respect do I—as keen a motorist as any—regard the increased tax in a favourable light. As these iniquitous burdens are made (no matter how subtly and gradually) ever more oppressive and far-reaching, one can only hope that an

CORRESPONDENCE

continued

ever-increasing number of electors will come to recognize purchase tax for what it really is—not a tax on luxuries, but a tax creating luxuries. A poor man has no more chance of buying himself a cheap, second-hand car, as you rightly state, than he has of buying his wife a cheap fur coat. The £10 car bargain, like the £10 fur coat, is a thing of the past, thanks to a working-class Government! Only if this Government now introduces utility cars as it has introduced utility furs will the full absurdity of purchase tax as a system of taxation be brought home to the motoring public.

Westcliff-on-sea, Essex.

C. KOPPEN.

The Milch Cow Will Always be Milked

[63329].—I wish it were possible to believe that Mr. R. A. Guthrie's remedy [63305], ridicule and criticism, could defeat the age-long vendetta against the private motorist.

But, alas, a tax imposed so long ago, which shows ever-increasing returns, is not likely to be dropped by any Chancellor. It is only diminishing returns which achieve a reduction or withdrawal of a tax.

At the moment even a refusal to pay the extra tax will not avail, for the export market could take all the output and that would suit the Government's policy just as well.

If Mr. Guthrie is, like me, a genuine private motorist, he has my sympathy, for it is a long wait when our solitary orders are competing against the mass contracts of the large organizations.

That the Government knows; hence the threats that those other "concessions" would not be available if they were forced to drop the car and purchase taxes.

And for the voter who does his private motoring in a car provided by his employers it is those "concessions" which fill his pocket. Over a period of years I have urged solidarity by motorists but I have been told by so many that the extras do not come out of their pockets, so why should they worry? Human nature is the same, always, whatever one's politics.

Shirley, Surrey.

W. DELL.

INSURANCE

Financial Incentive for Safe Driving

[63330].—In 26 years of driving—averaging over the whole of this period 13,000 per year—I have had only one claim of £10 against an insurance company. I consider I am the average careful driver and there must be many others likewise. If the insurance companies really want one small claim for each 156,000 miles they could devise a sliding scale of no-claim bonus up to even 75 per cent for drivers with no claim over many years.

It requires only the lead of an insurance company to offer a 50 per cent rebate for five-year no claims and the roads of Britain would be swarming with careful motorists in due course.

High Wycombe, Buckinghamshire.

F. E. W.

DISTANT PLACES

Reception of Motorists in Afghanistan

[63331].—I read the account of the journey to India ("Overland Odyssey," January 12 and 19) with great interest, as my wife and I followed the same route but in the reverse direction, when returning from India last year. Luckily we did not have so much trouble as Dr. da Fano, as we had a maximum of three months leave and £500 with which to complete the journey. As it turned out, we covered 9,500 miles in two months and landed in England with £100 to spare, our only mechanical trouble being a broken spring on the last day before crossing the Channel, and even that delayed us for only an hour or two.

While I agree with many of the things concerning the route mentioned by Dr. da Fano, I must say that we found the people of Afghanistan very different from the "suspicious, obstructive, insolent and out-to-cheat" kind of people which he experienced. In this rather barren and mountainous country, where a single track (it is hardly a road) stretches 1,000 miles from the Khyber Pass to the Persian border, we found the people very helpful and friendly, while in the hotels the attendants refused to accept more than the scale of charges laid down by their government. I agree that their appearance is sometimes rather fierce, but I shall never forget their good humour as they helped to tow us through the River Khask, near Dilaram, with the aid of a couple of camels.

At the time when we were there, this river had swollen from the melting snows to 200 yards wide and 3ft deep, and as

some of them had already waded across with our luggage on their heads, we were very much at their mercy.

Our car was a 1948 Rover 75 saloon, very heavily laden with luggage, with the result that the bumpy roads did not tire us to the same extent as they would have if we had been using a station wagon. Including the days we spent sightseeing in Baghdad, Cairo, Tangier and so on, we averaged 150 miles a day, luckily without a puncture. I can recommend the journey to anyone who wants a change from air or sea travel to the East.

London, N.W.3.

H. E. FRANCIS.

GLASS

A Debt Owed to Toughened

[63332].—Without wishing to enter into a toughened versus laminated glass controversy, I should like to follow your second leading article of April 13 with a sincere personal testimony to the Triplex people for the almost incredible resistance possessed by their toughened product.

It is largely owing to the safety factor of this glass in the event of severe impact that I am in a fit condition to mention the matter at all, and I should welcome the opportunity to make due acknowledgment to the manufacturers.

G. E. THOMAS, Editor,
Motor Trader.

London, S.E.1.

G-WHIZZ

Stopped by a Bumble Bee

[63333].—The Scribe's paragraph headed "Gravity" (April 13) recalls the following interesting paradox. You are driving one of those vintage cars with a vertical windscreen and a bee hits it. Your speed was, say, 50 m.p.h. due north and the bee was doing 35 m.p.h. due south. The bee strikes the car and is carried along with it so that the motion of the bee changes from 35 m.p.h. due south to 50 m.p.h. due north. At the exact moment of reversal of direction the bee, like a pendulum bob, must be stationary for an instant.

Two bodies in contact with each other must be moving at the same speed or both must be stationary, as long as they remain in contact. The bee and the car are in contact, and the bee, for an instant, is stationary: therefore it follows that the car must be stationary, too, for that instant. A car travelling at 50 m.p.h. brought to rest by a mere bee! Can anybody explain this?

King's Lynn, Norfolk.

ROGER NORTH.

VALUABLE THEORY

Tribute to Technical Journals

[63334].—The Autocar continues to give great pleasure, and I find the articles most interesting. As an example of how educational your publication can be, may I quote the following personal experience?

A short time ago, I had the welcome opportunity of driving a Pontiac Silver Streak fitted with automatic transmission. I had previously had no experience whatsoever with this type of drive, but had carefully read your articles on the construction and use, and was able to start the Pontiac, and drive it as easily and effectively as my own Humber. I think this demonstrates that The Autocar offers far more than mere interest value, and I am convinced that no better value is available anywhere.

Coventry.

H. BIGGS.

FRENCH COOKING

Slap-down for the Hedonist

[63335].—Last year we had reports of a Gastronomic Rallye and now we are treated to "Lavender and Edelweiss" (April 6 and 13) which is nothing of the sort, but would more rightly have been titled "Pâté de Foie Gras and All That." Our 18th- and 19th-century forefathers did the Grand Tour to complete their education and between the wars we added sun worship. But now, judging by the travellers' tales which editors choose to publish, the English go abroad for the sole purpose of one long gluttonous hotel crawl.

It is about time someone gave a warning and told the sordid truth about overrated, fatty, fried French cooking. After the first week—flatulence; at the end of a fortnight—more than a little queasy and you stay longer at your peril. This is no reflection on the robustness of the English stomach; it will be observed that the majority of the natives find it necessary to

WORLD'S FASTEST **JAGUAR** PRODUCTION CAR



131.83 m.p.h. for one hour

(Subject to official confirmation)

Driving the famous Jaguar XK. 120, Leslie Johnson maintained a speed of 131.83 m.p.h. for one hour at Montlhery, Paris, on Monday 12th March. For this outstanding performance Leslie Johnson again chose Essolube motor oil.

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Exactly the same oil as you can buy from your own garage

It pays to say **Esso**



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Remember—they cost no more than ordinary tyres

CORRESPONDENCE

continued

finish off their meals with dyspepsia tablets. During the last five days of his month's tour last summer, this person could not eat a currant, and how thankful he was for the Javelin's modern suspension over those northern French roads.

The visitor to France is struck by the scarcity of wild life. There are magpies and seagulls, but in 4,000 miles not a single thrush or blackbird was seen. The reason—*la chasse*—that fantastic festival of sport which breaks out in September when, it seems, half the male population invades the countryside festooned with cartridge belts and accompanied each by two hysterical dogs with bells on their collars. That first evening thrushes appeared on the menu. When we are awakened by the dawn chorus of bird song let us be thankful to live in a land which has conservative ideas about what is good form to shoot and eat.

I am looking for an editor who will give us accounts of Continental travel from which all references to food have been blue pencilled.

Parkstone, Dorset.
ARTHUR H. ANDREWS.

[Michael Brown comments: "*Chacun à son goût*—I should have been less than honest as a journalist had I failed to record my enjoyment of the food. Incidentally, not one of the dishes mentioned was fried."—Ed.]

DAZZLE

Dipping Should Include Pedestrians

[63336].—Mr. B. C. S. Ayrton's remarks [63226] rather suggest that if he had not been a cyclist as well as a motorist he might not have realized the necessity of dipping to cyclists. Surely it is a matter of common courtesy, where conditions permit, to dip to all road users who may be suffering discomfort from head lights, including pedestrians on the footway.

Temporary blinding of pedestrians, especially on roads without footways, neither adds to road safety nor increases pedestrian goodwill towards motorists, both of which objects might be served by a simple flick of the toe. Surely one needs to be at least as considerate with a head light as one would be with a hand torch.

Chigwell, Essex.

H. H. KEYS.

Courtesy to Dip for Cyclists

[63337].—Your correspondent, Mr. B. H. Vos [63277] is evidently determined not to be prevented from continuing his headlong dash through the night, without the slightest consideration for other road users. There is, of course, no compulsion to dip for cyclists, but it is, surely, only an elementary courtesy to do so and is one of those small things which cost nothing and mean so much.

Exmouth, Devon.

AUSTIN TWELVE.

RACING PROGRAMME

A Plea for Longer Sports Car Races

[63338].—Having studied the racing calendar for the coming season and noted the large number of racing events which are already listed for this country, I cannot help feeling that there is a certain amount of imagination lacking in the general run of programmes.

So far as I can see, apart from a handful of production car races, most other events consist of the 3-, 5- and 10-lap variety catering for every type of car in one day.

May I suggest that a few races throughout the year should be run on the lines of the Leinster Trophy, which consists of three events each of 100 miles, a *formule libre*, a handicap and a sports car race. The last is for any sports car, which need not be of a standard type and may be stripped for the occasion.

It will be argued that such an event does not cater for enough prospective "dicers" but a glance at the calendar will show plenty of other events that do. Anyway, I do not suggest that the above be adopted as a set programme, but that some of the clubs should concentrate on a 3-item programme of the 100-mile type, and give the non-standard chaps the chance of some real racing.

Far be it from me to deny the 1-litre boys all the fun they want, but it does appear to me that they are already more than well catered for, and often at the expense of another class. One last word about production car racing: While a certain amount of this is a good thing, it should be remembered that not many enthusiasts can get or afford a modern projectile, but there is little to stop them from tuning an older model or building a special.

Welwyn, Hertfordshire.

W. R. CROYSBILL.

THAT CAPITAL

Geneva Steals the Honour Once Again

[63339].—May I point out that Geneva, which your contributor, Michael Brown, describes as "by far the most international capital," is not the capital of Switzerland? Berne is the capital of the Federal Republic, and Geneva can claim to be only the capital of the canton of the same name. The error is natural, since Geneva is the seat of many international institutions, as Mr. Brown mentions.

I should like to take the opportunity of saying how much your travel articles are appreciated by those who tour at home and abroad. I shall be taking my car again to both Geneva and Berne this summer.

Guildford, Surrey.

[Apologies to Berne.—Ed.]

L. G. DORE.

THREE ABREAST

Six in Comfort in a Vanguard

[63340].—I would like to reply to letter [63289]. In our Vanguard regularly there have been six passengers, of whom the three men were all over six feet two and two were over 12 stone. Of the three ladies in the party, one was over six feet tall and quite well proportioned. As a matter of fact, only one member of the party could be called "below average size," as reader B. Engert says.

My opinion that there is sufficient room for six passengers in the Vanguard is borne out by two Americans and one Frenchman who joined us to make a sextet last autumn. We did a considerable amount of touring around Scotland from the Border north to Inverness and all were agreed that there was plenty of room and comfort for all. I was driving all the time and was far from cramped—and I am 6ft 4in and 13 stone!

Glasgow.

A. G. RAMSAY.

CORRESPONDENT WANTED

Exchange of Motoring Information

[63341].—I would like very much to start correspondence with enthusiasts in Great Britain, to exchange news, views and general motoring "gen." I am interested in all phases of the sport and own cars of such varieties as a K model (Le Baron) Lincoln to a TC M.G., and (of course) a Ford.

5575a, Cabanne Avenue,
St. Louis, Missouri, U.S.A.

MARCO MCCLINTOCK.

SQUEAKY SPRINGS

Rubber Bushes on the Velox

[63342].—Mr. G. E. Peachey [63276] enquires whether it is possible to fit his Vauxhall Velox with spring shackles that do not require constant greasing.

All Velox spring shackles are fitted with Harris rubber bushes that require no lubrication. Treatment with graphite grease is not recommended; it will, in time, destroy the bush. This type of bush is normally silent in operation, but if a squeak develops a few drops of brake fluid will effect a cure (don't drop any on the paintwork!).

If Mr. Peachey would like further information on this point he may care to get in touch with the Vauxhall Service Department.

Luton, Bedfordshire.

M. B. MARR,

Vauxhall Motors, Ltd.

WOOD BLOCKS

Source of Many Accidents

[63343].—For the wooden roads of London there is no defence. I can handle a racing motor cycle on a grass track, but I cannot handle a bike on wet blocks without mishap. I came off twice in one week in town, and gave it up.

Normally I drive a car, and even in this I find wood blocks giving rise to some quite hectic moments.

With the potential influx of numerous cars into London during the Festival, many of them foreign, cannot something be done about the highly dangerous state of some of the London roads?

Even as a temporary measure, could not these appalling surfaces be screeded over with some material giving a rather better Mu? I am surprised that insurance companies do not press for such alteration.

London, S.W.3.

J. ANTHONY BOSTOCK.



The Mercedes-Benz Type 300, a completely new high-speed quality car. It has a six-cylinder overhead camshaft engine and independent coil spring rear suspension with auxiliary torsion bar, electrically engaged.

NEW CARS AT FRANKFURT

PETROL INJECTION AVAILABLE ON GOLIATH AND GUTBROD TWO-STROKES

THE recovery of the German motor industry, which has been recorded in several articles in *The Autocar*, is now dramatically demonstrated at the Frankfurt Motor Show which closes this week. For sheer size and elaborate presentation, it must be unique among international motor exhibitions. Exhibits occupy a park covering 17½ acres, of which 10 acres are covered by the 14 exhibition halls, several of them new buildings erected since the war.

The public crowded shoulder to shoulder in aisles and, on Sunday, motor roads leading into Frankfurt were jammed with a solid block of vehicles nearly 1½ miles long heading for the show.

Of the big manufacturers, Mercedes-Benz, Volkswagen, Ford, and Auto-Union had halls of their own in which 30 or 40 of their latest models were shown in elaborately staged displays. Other manufacturers, including important contingents from Britain, United States, France and Italy, showed their latest models in two large main halls. Two great buildings and a series of open-air parks accommodated the commercial vehicles and a number of smaller halls showed components and accessories.

Types 300 and 220

Much of the limelight centred on Mercedes-Benz, who announced two important new models. The Type 300 is a luxurious six-seater six-cylinder car with a 3-litre overhead camshaft engine in a cruciform chassis. It has many novel mechanical features and is offered as a saloon or a four-door convertible. Power output is reputed to be 114 b.h.p. and maximum speed is stated as not less than 95 m.p.h.

The Type 220 Mercedes has chassis and bodywork similar to the 170 S, but a new reserve of power is provided by a six-cylinder o.h.c. engine of 2.2 litres giving 80 b.h.p.

The B.M.W. organization in the Western Zone is returning to car manufacture with the Type 500, which was shown in prototype form. It is developed from the Type 326 and is a new six-seater saloon of modern Continental style. New features include independent front suspension by torsion bars and a separately mounted gear box. The engine is the

push-rod in-line o.h.v. six of 2 litres, which gives 60 b.h.p.

There is continued activity in production of new economy cars and a revival of interest in sports models. Hanomag showed their new small car, the Partner, with three-cylinder two-stroke engine, driving the front wheels. Power output is 28 b.h.p. from 697 c.c. The coupé body provides three bucket seats abreast with two smaller seats for children behind and there is a large luggage locker. Suspension is by rubber in torsion.

Hansa show several new types, including a streamlined Hansa Borgward saloon with enlarged push-rod engine of 1.8 litres, a streamlined sports coupé with the 1½-litre engine and an entirely new streamlined sports two-seater with a twin overhead camshaft four-cylinder power unit of 1½ litres.

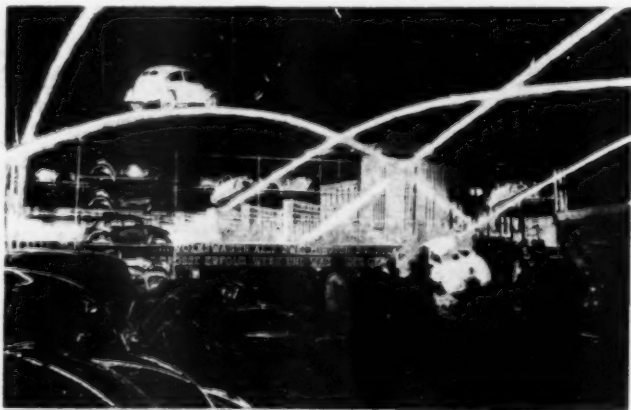
Bosch have now brought petrol injection to a practical state, and it is offered as optional equipment on two of the current two-stroke engines. Goliath

showed a streamlined coupé with two-cylinder two-stroke engine of 688 c.c. which is said to give 29 b.h.p. with the aid of petrol injection, and similar equipment is now available on the Gutbrod Superior, a neat little two-seater coupé with water-cooled two-stroke twin of 600 c.c. driving the front wheels.

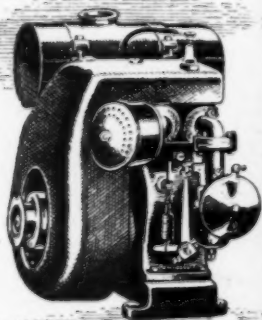
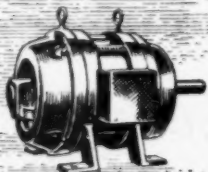
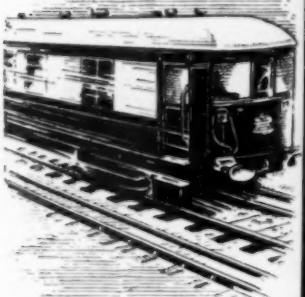
The little Lloyd, with its fabric-covered saloon body, constructed partly of plywood, is fast becoming a familiar sight on the German roads and the range is now extended by addition of a station wagon and a two-seater coupé. The power unit is a 350 c.c. two-stroke driving the front wheels.

Another of the miniatures, the Champion, which began as an open two-seater, now appears with two-seater coupé coachwork, and the rear-engined backbone chassis has rubber suspension by torsion bushes.

A full report on the new German cars and technical developments in the industry will appear next week.



Described by the German press as "a surrealist temple of the automobile," the Volkswagen exhibition hall included cars riding over neon rainbows, a car revolving on a sloping mirror and a desert exhibit displaying the successful cars from the recent African Rally.



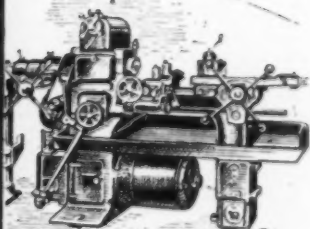
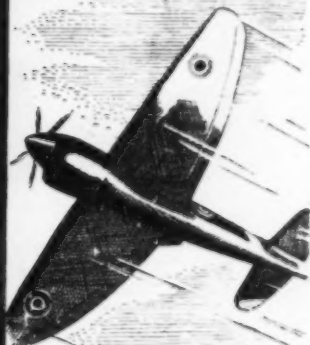
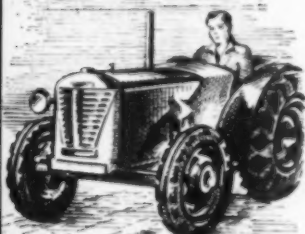
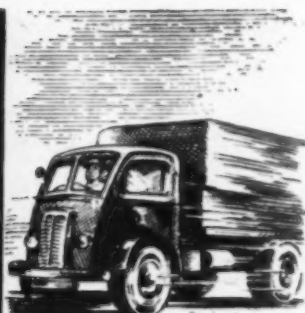
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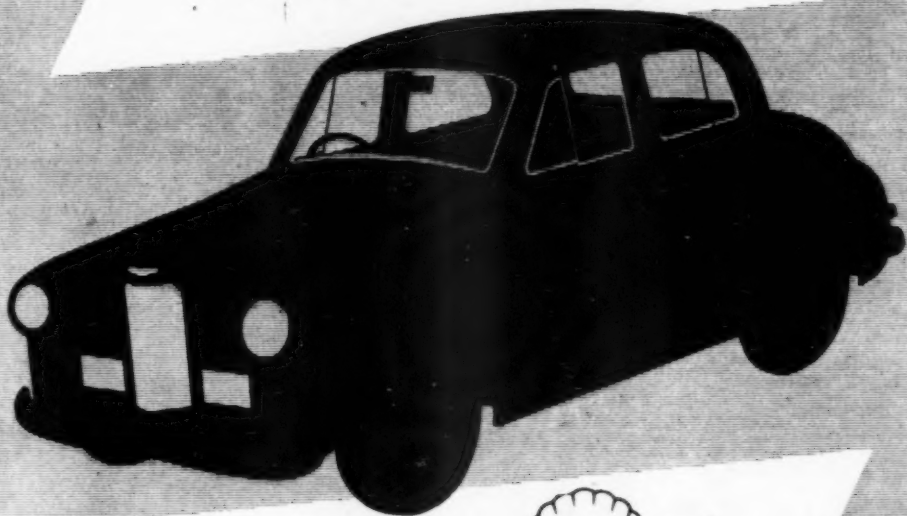
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Humbers soar up the bank

With any juice in the tank



But just put some  ***in!***

Was that Helvellyn?

THE FESTIVAL SPIRIT

Let's be gay, goodbye to sorrow

Pool today—but SHELL tomorrow!

"THE AUTOCAR" READERS' SERVICE

After a Mishap

Statements

A friend of mine recently had an accident and his insurance company were not pleased about the conversation he had with the other driver involved. What should one do if an accident occurs?

Lincoln.

A. B. G.

ONE would naturally give such assistance as might be necessary to any injured person, and call the police to the scene. It is wise always to avoid having any conversation about the accident with the other person as it may prejudice your case in a subsequent action. Inform your insurance company immediately afterwards. If at any time the other party writes to you claiming reimbursement for damage or about any other aspect of the accident, you should not reply personally but pass the claim immediately to your insurance company.

Reporting to Police

Several of us were involved in an argument over accident reporting the other night. Can you state the law clearly on this point?

L. C.

London, S.W.1.

THE driver of a vehicle involved in an accident must report it, for any reason, he has not given his name and address and the accident involves damage to person, vehicle or animal. He must report if personal injury is involved to any person other than himself and he has not given name and address or produced his insurance certificate at the time. The report must be made at a police station or to a constable as soon as reasonably practicable, and in any case within twenty-four hours.

"Animal" means any horse, cattle, ass, mule, sheep, pig, dog or goat.

In all cases involving personal injury it is advisable to report.

Doubtful cases are damage done to a stationary car (the requirements probably apply); very slight damage, or damage caused to the vehicle itself by running into an obstruction; and damage to property other than a vehicle or animal. If in doubt, report.

Battery Trouble

I frequently find the battery of my Ford Anglia low in the mornings. Being disabled I am dependent upon the starter and I thought the answer might be to fit an auxiliary battery. If you recommend the idea how should I connect the two batteries?

J. A. B.

Brentford, Middlesex.

THERE is usually a cause for a battery being in such low condition that it does not start the engine, and it may be that you have not had sufficient running to allow the dynamo to recharge. Perhaps you have to use your lights to a considerable extent, or much of your running is in traffic, but whatever the cause it would still, presumably, exist if you fitted the second battery.

This would mean that it would take a longer time for the two batteries when

fully charged to get into such a low state that they could not start the engine, but this would eventually happen and it would then be necessary to have the batteries charged from an external source of current.

It is difficult, therefore, to advise you fully, but if you decide to fit the other battery it would be quite a simple matter as you would connect it in parallel to the existing battery, that is, positive to positive and negative to negative. The voltage would, of course, remain unaltered, but the capacity of the two batteries would be twice that of a single battery. They should be roughly comparable in condition, as it is bad practice to parallel a brand-new battery with an old one.

Radio Battery Charging

Is there any gadget on the market, or any method available, which would enable the wet battery of a radio to be charged by the car's electrical system? The radio is not a special car radio.

D. K. C.

Machynlleth, North Wales.

IT is not a practical proposition to charge the wireless battery from the car's electrical system. Presumably, the wireless battery is a 2-volt one and it would be possible to charge it by connecting it to one cell of the car battery (positive to positive and negative to negative), but this is certainly not to be recommended because it would result in the single cell of the car battery becoming in a lower state of charge than the remaining cells and this would eventually quite likely lead to sulphation and trouble.

Big-end Failure

With my recently purchased 1937 Morris Fourteen-Six I am getting big-end failure for no apparent reason. The vendor told me that a big-end had gone fairly recently and that a plug of sludge in the oil way had been responsible.

Two big-ends went with me but nothing else seemed to be wrong except that on refilling the sump I needed 16 pints of oil instead of the recommended 12 pints. Since then one of the same bearings has gone again, and again the sump took 16 pints of oil. Oil pressure is about 20 to 40 on a long run. Now the car seems all right.

Hitchin, Hertfordshire.

J. C. J.

THE extra oil going into your engine may be filling up the clutch and the external oil filter, but it is unusual for the quantity to be more than a quart over the standard amount.

The usual reason for repeated big-end failures is, of course, an obstruction in the oilways, particularly swarf remaining

from a previous bearing failure. Excessive clearance of the main bearings could also lead to trouble with the big-ends and would account for the decrease in oil pressure.

Running clearance of the big-ends and main bearing journals should not be more than 1½ thousandths of an inch. There should be no immediate danger so long as the oil pressure reaches 30 lb per sq in at 30 m.p.h. and, in general, the pressure should increase at the rate of 1 lb per sq in per m.p.h. Another possible cause of your trouble is a release valve which may be pitted and is not seating correctly.

Gear Box Clatter

When the engine of my 1934 Rover is pulling in any gear a clatter develops in the gear box which can be subdued by holding the gear lever tightly. A strong vibration is felt whilst doing so. I have dismantled the remote control extension, which appears to be in perfect order, with the exception of the gate, which evidently has been brazed in the past in order to form as tight a slot as possible in which the gear lever would rest. This, to my mind, would appear unnecessary, as a tight slot would impede gear changing. The inside of the gear box itself also appears to be in good order.

B. C.

Stockport, Cheshire.

YOUR trouble sounds like wear in the selector mechanism in the gear box, and it looks as though the gate has been modified in an endeavour to reduce the effects without removing the cause.

A similar vibration could also be started by worn universal joints or an out-of-balance propeller shaft, although this probably would be more evident on the overrun.

To "Decoke" or ...

I recently purchased a 1946 model. I gather from the handbook that the firm do not encourage the owner-driver to decarbonize their models. Are special tools required other than the usual valve lifting, valve grinding tools?

I have had considerable o.h.v. experience, understanding the principles involved when undertaking i.c. engine maintenance jobs, and I would welcome your comments and advice before tackling the job.

R. C. K.

Esher, Surrey.

WE once read an instruction book in the Sahara, 600 miles from the nearest town, which said, "This component will never go wrong in service, but if it does do not tamper with it but return it to the nearest Woolf agent." We burnt the book and repaired the component.

You appear to be qualified to take on work as ambitious as decarbonization. Why not start tomorrow?

Week by week The Autocar answers by post many questions from readers on a wide variety of motoring subjects—technical, legal, touring, maintenance, sporting and general. A selection from these of wide interest is published as a regular feature. Readers wishing to use this service should address their queries to The Editor, The Autocar, Dorset House, Stamford Street, London, S.E.1. Only a selection of queries and answers can be published. In view of which fact a stamped, self-addressed envelope should be enclosed for a direct reply. It is requested that queries for this section be kept separate from other communications, and that questions which normally are addressed to manufacturers' service departments should not be regarded as eligible.

THE SPORT

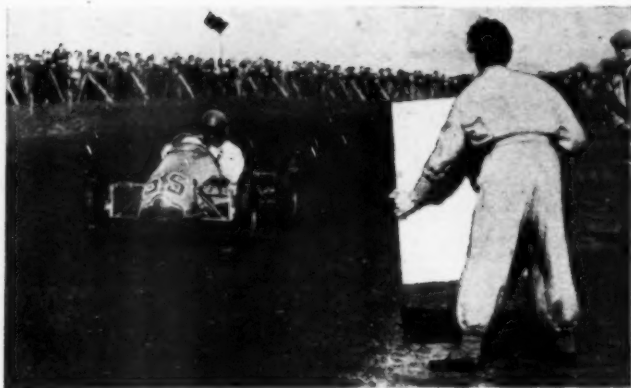
Conducted by S. C. H. DAVIS and
J. A. COOPER, A.M.I. Mech. E., M.S.A.E.

BIG news of the week is the announcement that both Alfa Romeo and Ferrari will be competing in the International Trophy race at Silverstone tomorrow week. This should ensure a terrific race; Ferrari will be outnumbered two to one, but can be relied on to make a race of it, to say the least. Also in the lists are Bira's Osca, five Talbots, six Maseratis, five E.R.A.s, two supercharged Simcas, the Delage with the E-type E.R.A. engine . . . but read them for yourself.

INTERNATIONAL TROPHY ENTRIES

Alfa-Romeo: Farina, Fangio, Sanesi, Bonetto.
Ferrari: Ascari, Villorossi, Thin Wall Sol Ferrari.
Parnell: Osca: Bira, Talbot: Etancelin, Rosier,
Lorraine, Caze, Duncan, Hamilton, Maserati: de
Graffenried, H. Schell, Murray, Hampshire, J.
Green, J. James, Simca: Manson, Trintignant.
E.R.A.: Potheringham-Parker, Gerard, A. G. White-
head, Blawie-Taylor, Miles Martin. Alta: (1), (2),
Kelly, 12 litres: Watson, Gaze, Delage Sol: Rolt.
M.W.M.: Abecassis, Moss, Macklin. R.R.A.:
Richardson.

THE B.R.M., unfortunately, will not be competing at Silverstone in the International Trophy race; its first appearance this year will in all probability be at Berne on May 27 for the Swiss G.P., when one car will run, with Parnell at the wheel. After that two cars should compete in the G.P. d'Europe at Rheims on July 1, and in the British G.P. at Silverstone on July 14; Parnell and Bira will be the drivers. Two more cars are in course of construction, but will not be complete until late in the season. Recent minor modifications have resulted in something much more like the designed power output being realized from the engine; a special new double-choke S.U. carburettor has contributed considerably towards this result, together with certain



Even in the short races held at Brands Hatch, pit signals can tell a driver a lot; here is Alan Brown receiving information as he passes his mechanics on the straight.

modifications to the centrifugal superchargers.

Tests of the first car are in progress at present; even for the Swiss race, of course, there is little enough time for testing and the building up of a team organization, but at least the project is now pushing ahead again, and some of its immediate financial administrative problems have been smoothed out. The amount of public interest in its future fully justifies all possible expectations, even after the disappointments of last season; Raymond Mays, who has been giving talks on the subject all over the country, spoke at Sheffield last week to an audience of 2,250 in the City Hall, and 600 more were turned away as not enough tickets had been printed. The meeting was arranged by that live body the Sheffield and Hallamshire M.C., but even the most rabid enthusiast had hardly expected such a large turn-out of the general public to hear someone speak on the subject of motor racing.

THE regulations are now out for the Empire Trophy race in the Isle of Man on June 14; this, as previously reported, will be for sports cars of which at least ten have been sold, and the permitted modifications will be very similar to those applicable to the Le Mans race. The winner on handicap will receive a replica trophy and £100 presented by the *Daily Express*; the fastest British car £100, the fastest finisher £50, and the first three in each class £50, £40 and £30 respectively. There is no entry fee and competitors will receive a small amount of financial assistance towards their expenses. Race distance 35 laps, approximately 136 miles.

In the same programme will be the Manx Cup Race; contrary to earlier reports this will once more be for cars of up to 1,100 c.c. supercharged or 2½ litres without that assistance. However, if sufficient entries are received to warrant it, the Castletown Trophy race for unlimited capacity racing cars (*formule libre*) will be revived, to be run concurrently with the Manx Cup. So forward, all you owners of 2.3-, 2.6-, 2.9- and 3.8-litre Alfa Romeos, 2.3 and 3.3 Bugattis, 2.9 Maseratis, and so forth; here is your opportunity.

THE MAN AT THE WHEEL

Eric Winterbottom

Eric Winterbottom started his career at the wheel in competitions back in 1937, when he was associated with Paul Emery in driving the hybrid specials constructed by the latter. From then until the outbreak of war he also drove the supercharged 1,100 c.c. Alta which was previously the property of Douglas

Briault, with which he had several successes at Brooklands and in speed trials.

After the war, Eric reappeared at Grandsen in 1947 (and in the Isle of Man later in the same year), driving Emery's latest creation, the extremely fast Emeryson with a two-stage-supercharged Lagonda Rapier engine. In 1949 and 1950 he appeared with a Cooper, racing it with both the 998 c.c. Vincent-H.R.D. and 500 c.c. J.A.P. power units, and frequently appeared among the leaders, although dogged by far more than one man's fair share of mechanical trouble. Last year he also drove with George Phillips in the latter's M.G. at Le Mans, finishing second in the 1½-litre class and enjoying every minute of it. In 1951 he will mainly be seen driving cars entered by G. A. Duff, both the Cooper-Vincent and a Le Mans Replica Frazer Nash figuring in the programme.

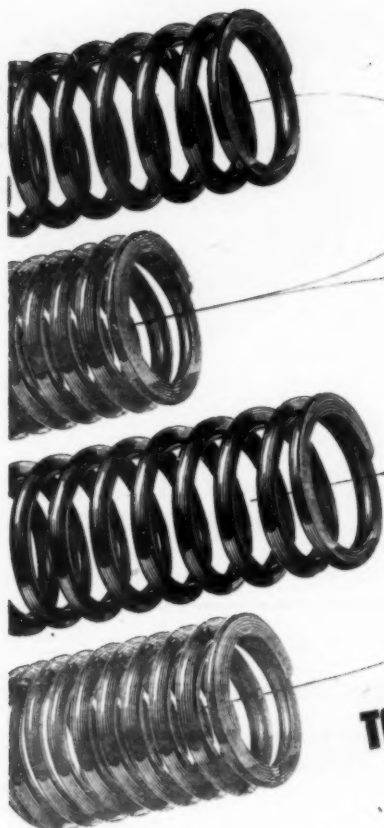
Rising forty-two years old, plain-spoken and cheerful, Eric works wondrous (when not motor racing) as mine host at the Alber Hotel, Kingston-on-Thames; the lap record for the adjacent car park is held by young Stewart Winterbottom in his monoposto 1 b.p.p. (boy-pedal-power) Austin. Many Half-Litre Club meetings are held at this hostelry; nevertheless Eric keeps the peace of the district in an almost unbroken state of preservation.



GOOD news concerning the forthcoming R.A.C. Rally, from June 4 to June 9, is that that august body, the Society of Motor Manufacturers and Traders, has relaxed its ban on the event; this means that official works teams of cars may once more be seen in action. To further this aim, moreover, the Society is presenting an award of £100 to be competed for by teams of three cars all of one make.

The Continental entry will unfortunately not be very strong, if present indications are anything to go by; the lack of starting points outside this country, together with the increased expense made inevitable by the rise in the cost of petrol, are decisive factors in this connection.

THE R.A.C. have also published details of this year's Hill Climb Championship; six events have been approved (Shelsley Walsh on June 23, Bo'ness on June 30, Rest-and-be-Thankful on July 7, Bouley Bay on July 26, Craigantlet on



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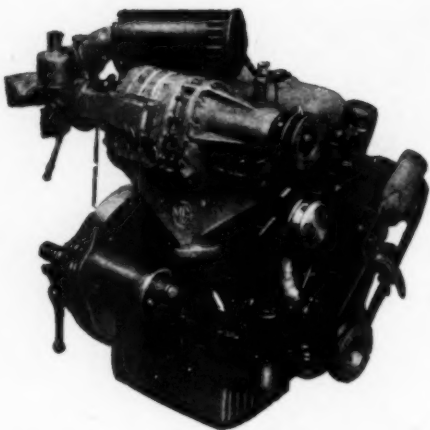
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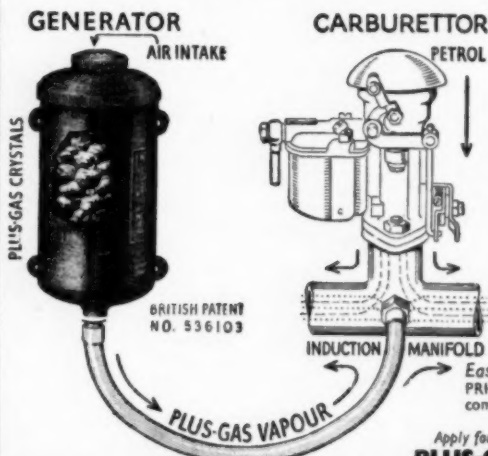


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TRADE ENQUIRIES INVITED

THE SPORT

August 11 and Prescott on September 9), and each competitor's four best performances will be counted.

Registrations for the Championship—no entry fee—will be accepted up to thirty days before the first event in which the competitor wishes to take part. All enquiries to the Competitions Department, R.A.C., Pall Mall, London, S.W.1.

THIS year's Ulster Trophy race meeting, organized by the Ulster A.C. and run over the Dundrod circuit on June 2, promises to be very good indeed; with the co-operation of the *News of the World*, a considerable sum in prize money will be available, and the Formula 1 race for the Ulster Trophy will carry a first prize of £1,000, second £500, third £250 and so on. This should produce a good international entry; the only trouble is that the race takes place on the Saturday following the Swiss G.P. at Berne, and the transport problem is going to be very

difficult. Also in the programme will be a 500 c.c. race, a 1,300 c.c. scratch race to be run on 80 octane fuel, and an all-comers handicap race, all with good prizes.

FARTHER north there is the Swedish Rally to the Midnight Sun, taking place on June 14-16. Competitors will start from Stockholm, Falsterbo, Gothenburg or Sundsvall, and follow a 1,600-mile road section to Kiruna in the north of Sweden; on the way there will be a timed hill-climb, and at the finish an acceleration and braking test. The winner receives the Midnight Sun Trophy and approximately £200, and there are also substantial class prizes (four classes, 1,100, 1,500, 2,000 and unlimited c.c.). Enquiries to the secretary of the Royal Swedish Automobile Club, thus: Mr. Sten Agvald, K.A.K., Stockholm 16, Sweden. J. A. C.

CLUB NEWS

Welsh Counties C.C. The date of the Festival of Britain Rally has been advanced to May 25 and 26. It will consist of a road section of approximately 400 miles with starting points from Carmarthen, Hereford and Barry, the finish being at Barry. In addition to members of the W.C.C.C., members of the following clubs have been invited to participate: South Wales Automobile Club, M.G.C.C. (South Wales sub-section); Hereford M.C.; Tenby M.C.; Brecon and District M. and M.C.C. Results and prizes at a rally dance held in Barry on Saturday evening.

Jersey M.C. and L.C.C. The trial to celebrate Liberation Day will be run this year on April 29, with the start from the Victoria Hotel, St. Peter's Valley, at 2.15 p.m. On May 9, a sand race meeting will be run,

and the first hill-climb of the season will be held at Bouley Bay on Whit-Monday, May 14.

Bristol M.C. and L.C.C. The Poole Trophy Trial will be run on the night of May 12 over main and secondary roads only, the actual choice of route being left to the competitor. It will start at 9.30 p.m., and will be about 60 miles in length.

Ilkley and D.M.C. Mr. R. D. Steels, of 57, Bainbridge Road, Leeds, 6, was appointed the new honorary secretary, upon the resignation of Mr. W. L. F. Winder; the latter was appointed press secretary; his address is 164, Park Road, Guiseley, Leeds.

Waterloo and D. M.C. Entries are now being accepted for the speed trial to be run at Altcar on Saturday, May 12. Secretary of the meeting is H. M. Chipchase, 31, Ronaldsway, Thornton, Liverpool, 23.

Midland A.C. Special car parks for clubs visiting the fiftieth anniversary meeting at Shelsley Walsh on June 23 can again be arranged, as before the war. The minimum number of cars for a special car park will be 25, and the parking fee will be reduced for clubs utilizing this facility. Clubs interested in rallying to Shelsley for this meeting should write to the M.A.C., at 87, Edmund Street, Birmingham, 3. Special efforts are being made to bring together cars representing the progress made during the past fifty years and in addition to the racing car competition, a number of veteran and vintage cars are being invited to make a demonstration run, representative of the types of cars which have appeared at M.A.C. hill-climbs between 1901 and 1951, including actual cars and drivers who competed in 1901.

North Staffs M.C. The club have hired Prescott hill from the B.O.C. for a hill-climb on May 20 (Sunday). It will be an invitation event, catering for blown and unblown sports cars; and handicaps will be organized for production saloons and racing cars. All entries should be sent to J. H. Greenwood, 21, High Street, Hanley, Stoke-on-Trent, Staffordshire.

Leicester C.C. Under an agreement recently reached between the two clubs, all members of the Leicestershire C.C. are automatically to become restricted social members of the Leicestershire Aero Club, and thereby enjoy all the amenities of the newly opened clubhouse on Leicester East Aerodrome, at Stoughton. This will be available to the club on Thursdays only at present.

Singer O.C. The club will hold a rally in the Oxfordshire-Berkshire district on Sunday, April 29. The starting point will be the Red Lion, Peppard Common, near Read-

continued

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COMING SHORTLY

- APRIL 28—Ulster A.C. Trial, N. Ireland.
28—Veteran C.C. of G.B. Southport Rally.
28—Scottish S.C.C. 1812 Reliability Trial, starting from the garage at Moscow (on A719, 2 miles north-east of Fenwick), 2.30 p.m.
28-29—Yorkshire S.C.C. Scarborough Rally, starting Yealand Airport, near Leeds, 12.01 a.m., Saturday.
28-29—Falcon M.C. Night Navigation Trial, starting Mayflower Hotel, Hertford, 10.30 p.m.
29—Mille Miglia, Italy.
29—Midland M.E.C. Rallye Impicuniosa, starting Talbot, Harlebury, 10.30 a.m.
29—East Anglian M.C. Driving tests, Bloomfields Farm, opposite the Bird-in-Hand, on the Earls Colne-Coggeshall road, near Halstead, 2 p.m.
29—Sunbeam Register, Concours d'Elegance and driving tests, Royal Military Academy, Sandhurst, 2 p.m., cars proceeding in convoy from the Ely Hotel, Hartford Bridge Flats, at 12.30 p.m.
29—Severn Valley M.C. Shrewsbury Trial, starting from the Brooklands Hotel, Shrewsbury, 6.30 p.m.
29—M.G. Car Club (S.W. sub-centre). Gymkhana, the Jesters' Rugby Football Ground, Roberough, near Plymouth, 2.30 p.m.
MAY 2-7—Lisbon Rally, Portugal.
3—Luxembourg Grand Prix.
4-5—M.G. Car Club (N.W. Centre). Scottish Rally, starting from the Five Bar Gate Hotel, Samlesbury, or Calder road, A71, Edinburgh, 10.30 a.m., Saturday.
5—B.R.D.C. Daily Express International Trophy meeting: first race, 10.30 a.m.
5—500 Motor Racing Club of Ireland. Carcass hill-climb, Co. Antrim.
5—Harrow C.C. Rally.
5-6—A.C. du Nord Rally, France.
6—Southsea M.C. Speed trial.
6—Kentish Border C.C. Driving tests, Kent.
6—Elintarhan-ajo race, Finland.
6—Grand Prix di Modena, Italy.

Blakes BOOK

TO "LAST-OUNCERS"

We've confessed before to a soft spot for devotees of motoring's sporting side, but we disagree with some contemporaries who think that such drivers don't care if the bodywork is tied on with string as long as the engine peaks at max. R.P.M. With the competition season coming along, we'd like to remind these enthusiasts that, apart from our well known tuning facilities, we run a special department for building and repairing sports and racing car bodies—we believe that, to be good, a car must look good as well!

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The lone Frazer-Nash won the 2-litre Class from 12 Ferraris and 4 Maseratis.

FRAZER-NASH CARS
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CLUB NEWS

continued

ing, Berkshire, at 11.30 a.m. Membership of the newly formed club has now reached 100 and special Singers in the club include the ex-Norman Black 1½-litre, the F. S. Barnes and Donald Barnes cars, as well as a four-seater Le Mans model that has been "Americanised." A trophy won by a Singer works driver in the Alpine Glacier Trial has been presented to the club for future competition. Particulars of the club are available from the Acting Secretary, K. D. McDowall, 1, Halesworth Road, Lewisham, London, S.E.13.

Southern Jowett C.C. Sixteen cars, including six from the A.C. Owners Club, assembled at Crofton Airport on Sunday, April 1, for the first event of the season, a

mystery run following concealed clues contained in 21 questions, for 18 miles through Sanderstead, Wokingham and Oxted to Betchingley, the luncheon rendezvous. The second part of the run, with answers required to 25 clues, took the participants via Outwood, South Nutfield, Earlswood, Flanchford and Betchworth to the finishing point at Reigate. There were many humorous occurrences during the day; plenty of mud, but only one member fell into a river in search of a clue! **Results:** 1, G. R. Grigs, A.C.O.C.; 2, M. Foy, S.J.C.C.; 3, R. Knight, S.J.C.C. The next fixture will be a rally at Balls Cross Farm, near Petworth, Sussex, on April 29 at 12 noon. Club particulars from the Hon. Secretary, Mr. Knight, 390, Hoe Street, Walthamstow, London, E.17.

IN BRIEF

The death has occurred of Mr. D. Jamieson Moore, managing director of Rootes Acceptances, Ltd., a subsidiary of the Rootes Group. He was 59.

The price of the Car Mat company's Octopus luggage securing device, described in *The Autocar* last week, is £1 5s and not 15s as stated in the description.

The Firestone Tyre and Rubber Co., Ltd., have opened a new branch at Rendle Street, Plymouth, Devon. This new branch will assist in a more concentrated Firestone service for Devon and Cornwall.

To the range of caravan towing attachments made by C. P. Witter, 134, Foregate Street, Chester, have been added fittings for the Morris Oxford and Six, Wolseley Four-Fifty and Six-Eighty, Ford Consul and Zephyr, and the Vauxhall Ten, Twelve and Fourteen.

Increases in the cost of materials and labour have caused a rise in the prices of the Car Trailer caravans. The Countess Standard and Special models are now £427 and £477 respectively, and the new prices will apply to all models which had left the works after March 31.

A dance for past and present students of the College of Automobile and Aeronautical Engineering (Chelsea) will be held at the Victoria Hall, Bloomsbury Square, London, W.C.1, on Friday, May 18. Tickets from the secretary, Sydney Street, London, S.W.3.

A brochure has been published by Edward Joy and Sons, Ltd., Kidacre Street, Hunslet, Leeds, 10, to commemorate the fiftieth anniversary of Filtrate oil. The first Filtrate oil was sold in 1901 but the firm, which is still a family concern, goes back to 1807.

Marchal head lamps were fitted to the American Ford which recently reduced the Cape-Algiers record to 14 days 3 hours 19 minutes. The distributors in England for these lamps, which are of French manufacture, are Marchal Distributors, Ltd., Brook Lane North, Great West Road, Brentford, Middlesex.

As application of the product can be made satisfactorily with a cloth, the name of Jove Wax-Spray polish has been changed to Jove Lightning car wax. Jove haze remover has been changed to Jove Lightning haze remover. Both are made by Valay Industries, Ltd., 186, Campden Hill Road, London, W.8.

INFORMATION SOUGHT

Correspondence, addressed c/o *The Autocar*, can be forwarded on behalf of readers seeking the following information and handbooks:—

No. 15841.—Spare Parts List

"K. W. O."—1936-37 Talbot 75.

No. 15842.—1938 TA-type M.G. Midget

"J. D. M."—Running experiences with and without a Marshall Type 75 supercharger, and with one carburettor other than standard; also a handbook.

No. 15843.—1939 Wolseley Twenty-five

"J. L. K."—Performance and maintenance details; also a handbook.

No. 15844.—1936 Morris Eight

"G. W. E. B."—General information and a handbook.

No. 15845.—1934 Wolseley Hornet Special

"R. M."—Tuning hints and a handbook.

No. 15846.—1931 21-40 h.p. Wolseley

"E. M."—Fuel consumption, hints on maintenance and a handbook.

No. 15847.—1931 9 h.p. A.J.S.

"W. T. F."—Maintenance hints and any other useful information; also a handbook.

No. 15848.—1935 Singer Nine

"H. L. Y."—Experiences and maintenance hints; also a handbook.

No. 15849.—1934 9.5 h.p. Triumph Gloria

"D. L."—All available information and a handbook.

No. 15850.—1937 25.4 h.p. Studebaker

"E. E."—All possible information and a handbook.

No. 15851.—1938 1½-litre M.G.

"R. E. R. H."—General experiences with the saloon model; also a handbook.

No. 15852.—1931 Talbot 90

"P. E. A."—General information and a handbook.

No. 15853.—Handbooks Required

"E. J. W."—1935 1½-litre Riley Falcon.
"R. S."—1939 Series III Morris Twelve-Four.
"L. C."—1934 Vauxhall Fourteen.
"J. M. C."—1936 Lanchester Twelve.
"H. S."—1935 16 h.p. Avon Standard.
"R. W. S."—1921 40 h.p. Lanchester workshop manual, not handbook.
"A. V. H."—1934 10 h.p. Triumph Gloria.
"M. R."—1918 Opel Cadet.
"P. R. D."—1934 Rover Ten.
"R. E. H."—1934 Rover Fourteen Speed Pilot.
"R. F. J."—1937-40 VA-type 1½-litre M.G.
"J. F."—1930 20.9 h.p. Sunbeam.
"J. S. H."—1936 Singer Nine.
"B. E. W."—1939 2-litre M.G.
"A. C. G."—1938 Opel Cadet.
"D. A. W."—1936 Rover Twelve.
"C. S."—1934 Austin Seven.
"K. G. S."—1936-37 Austin Seven.

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1949 **ARMSTRONG-SIDDELEY** 16 h.p. Typhoon saloon, black, beige leather, 2,000 miles.

1950 **AUSTIN** A.40 Devon saloon, grey, blue leather, 8,000 miles.

1950 **AUSTIN** A.70 Hampshire saloon, black, beige leather, 3,000 miles.

1950 **AUSTIN** A.125 Sheerline saloon, black, fawn leather, 3,000 miles.

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1948 **DAIMLER** 2½-litre saloon, grey, green leather, 5,000 miles.

1950 **FORD** 'Prefect' saloon, beige, fawn leather, 3,000 miles.

1950 **HILLMAN** Minx Mark IV saloon, black, brown leather, 5,000 miles.

1950 **HUMBER** Hawk 14 h.p. saloon, pastel green, brown leather, 8,000 miles.

1949 **HUMBER** Super Snipe 27 h.p. saloon, black, brown leather, 3,000 miles.

1950 **HUMBER** 'Imperial' 27 h.p. saloon, black, fawn leather, 6,000 miles.

1949 **HUMBER** Super Snipe 27 h.p. Tickford Drophead Coupe, steel grey, grey leather, 12,000 miles.

1950 **JAGUAR** 3½-litre Mark V saloon, black, brown leather, 6,000 miles.

1950 **JAGUAR** 2½-litre Mark V saloon, grey, grey leather, 6,000 miles.

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1949 **MORRIS** 'Six' saloon, maroon, beige leather, 8,000 miles.

1950 **ROVER** '75' P.4 saloon, Connaught green, green leather, 10,000 miles.

1950 **SUNBEAM-TALBOT** '90' saloon, gunmetal grey, grey leather, 7,000 miles.

1950 **SUNBEAM-TALBOT** '90' Drophead Coupe, silver green, beige leather, 7,000 miles.

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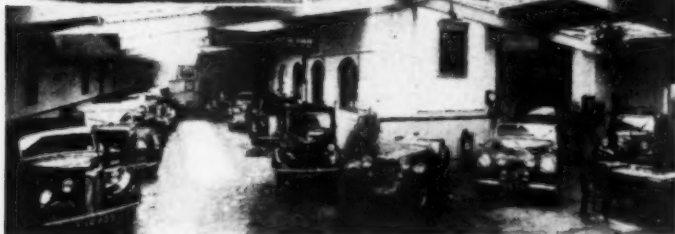
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1947 AUSTIN 10 Saloon, black, brown leather, radio	£689
1947 HILLMAN Minx Saloons, choice of two from	£675
1940 FORD Perfect Saloon, black, beige cloth	£449
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1939 VAUXHALL 12 Saloon, green, brown leather	£379
1939 STANDARD 10 Saloon, black, brown leather	£399
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1939 MORRIS 10 Saloons, choice of two from	£439
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1949 HUMBER S/Snipe Saloon	1948 HUMBER 14 Saloon
1949 JAGUAR 3½ Saloon	1948 ROVER "75" Saloon
1949 JAGUAR 2½ Mk. V Saloon	1947 SUN/TALBOT 10 Tourer
1949 M.G. II 2-seater	1946 STUDEBAKER Champion Saloon

World's Largest Jaguar and Rover Distributors

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USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ALVIS 1941 12-60 2-seater, moderate mileage since complete engine overhaul and work good condition, new head screens, battery, brakes relined, five good tyres, offers over £200.—Tel. Birmingham Callistone 5091. (1357)

1939 (September) Alvis Silver Crest Speed 20 saloon, superb throughout car with an amazing performance—£750, exchanges and hire purchase, etc.—B. & H. Motors, 1464-5, High Rd., Weststone, London, W.20. Hillside 6671-2. (1356)

£595—Nov. 1937 25.6 Alvis Charlesworth sun saloon, black, maroon leather, very low mileage, the car is in immaculate condition throughout and mechanically perfect, discs fitted and wheels balanced for high speeds, capable of over 90 mph. Tel. Syd. 6420. (1355)

445 cns.—Alvis Speed 25 1938 model Charlesworth 4-door sports saloon, black, sliding head, maroon leather, wheel discs, excellent condition, terms, exchanges, list: open 6-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (1358)

ALVIS 12-70 1938 tourer, green, 57,000, new special hood, sliding windows, detachable fenders, tonneau, exceptional car, fair condition, complete history, scrupulously maintained since new, full test trial, £560, taking later Alvis—Burgess & Ash Cottage, Brook Ave., New Milton (Tel. 409), Hants. (1302)

£725—Alvis 12-70 sports saloon, 1940 model, immaculate metallic maroon coachwork with black wings and upholstery, genuine leather owner car since new, original log book, complete overhaul at Messrs. Alvis works in October, 1950, engine tested and proved, clutch, gear box and brakes reconditioned, all bills available for inspection, an exceptionally fine car in superb condition, also several post-war saloons and drop heads at.

CASDEN MOTORS, Lake St., Leighton Buzzard, Beds., Tel. 3001 (3 lines). Nearly 400 cars ready for inspection and purchase. Write for post-free catalogue. Hire purchase, Part Exchange, Free Valuation. Showrooms open till 8 p.m. from Monday to Saturday. See our full-page advert. on page 59 of this issue. (1378)

CHARLTON CARS Ltd., 1935 open 8 C. Alvis Speed 20 Charlesworth sports saloon, finished in black with red leather upholstery, the graceful lines of this imposing car are truly worthy of the quite exceptional mechanical condition in which it has been maintained by the Alvis distributors on behalf of the last owner, who has now purchased a Super 10, performance, roadholding and cornering are in the same category. £365, terms, exchanges, offered for sale under the plan by Charlton Cars (in connection with any other concern), 11a, Water Lane, Leighton Buzzard, Bedfordshire, Tel. 2060. (1303)

Alvis Cars Wanted

ROWLAND SMITH'S, the Alvis buyers—Hampstead High St. (Hampstead Tube). Ham. 6041. (10914)

PORTER WAR. Alvis saloon wanted. (13467)

CASH immediately for good Alvis—H. F. Edwards, 154 Gt. Titchfield St., W.1. Langham 3616. (13757)

P. ERSKINE & SONS, Alvis distributors of Woking, invite details of late models for disposal.—Woking 350. (10697)

1948-9—A Freeman Ltd., Grosvenor Garage, Bursane Lane, Manchester, 19. Rus. 2874-5. (10484)

CHARLES POLLETT, Ltd., buy good late model cars, 18, Berkeley St., W.1. May 6266. Service, Works and Stores: 12, Wellesley Ave., W.6. Riv. 1413. (10590)

Alvis Spares and Service

ALVIS Ltd. Service Station, 952, Finchley Rd., London, N.W.11. Tel. Speedwell 6762-3-4. Grams Alviscar, Gt. London. (10914)

ALVIS Ltd. Service Station, Holyhead Rd., Coventry, Tel. 5501. Grams Alvis, Coventry. (10914)

CHARLES POLLETT, Ltd., Alvis specialists. (10914)

SHOWROOMS, 18, Berkeley St., W.1. May 6266. Spare parts. (10914)

SERVICE, 12, Wellesley Ave., W.6. Riv. 1413. (10591)

KINGSTON-ON-THAMES—Sales, Service and Spares.—G. W. Wilkin, Ltd., Weston Park, and 94, Eden St., Kingston 2241. (10914)

ALVIS dealers and spares specialists.—A. Freeman Ltd., Grosvenor Garage, Bursane Lane, Manchester, 19. Rus. 2874-5. (10593)

AMERICAN CARS

SIMPSON'S MOTORS offer:—

1949 (reg.) Buick, radio, heater, nylon covers, 10,000 miles, immaculate. (13578)

1948 Buick, radio, heater, American covers, "white walls," low mileage. (13579)

1939 Buick Century, with division, moderate mileage, good condition. (13580)

1948 (genuine) Chevrolet, radio, heater, American covers. (13581)

1948 Chevrolet, 2-door torpedo type body, radio, heater, blinker system, movable spotlight, American covers, approximately 20,000 miles, £1,650. (13582)

1947 Ford, American type, right-hand drive; chassis 6041. (13583)

1947 (late) Nash 600, right-hand drive, equipped with Weather Eye air conditioning and heater system, 1947. (13584)

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists.) Wembley 881. (13585)

AMERICAN CARS

REQUIRED immediately, post-war right-hand drive American car.—Box 1041. (13586)

AMERICAN post-war, wanted, preferably Ford A head, left-hand drive no objection.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. (13587)

AMERICAN CARS

P & J—ALVIS, Ltd. offer:—

1949 Armstrong Siddleley 18hp Lancaster saloon, black, leather, as new—154, Gt. Portland St., W.1. Museum 1001. (13588)

WANSTEAD MOTORS, Ltd. offer:—

1947 Armstrong Typhoon, 15,000 miles, beige, black upholstery, radio and heater, one owner, spotless condition: £675. (13589)

WANSTEAD MOTORS, Ltd., Cambridge Park, E.11. (13590)

WARWICK WRIGHT, Ltd., offer:—

1949 Armstrong Siddleley 16hp Typhoon saloon, black, brown leather, 2,000 miles. (1451)

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. (1451)

WJ SALMON AUTOMOBILES Ltd., offer:—

1948 Armstrong Lancaster saloon: 1946 Armstrong Lancaster saloon (choice of 2); also 1946 Hurricane—Portsmouth Rd., Thames Ditton, Esherbrook 5551-2-3. (15713)

ARMSTRONG SIDDELEY sports saloon, 1936, 26hp, with 5 new heavy duty tyres—Popesmore 1574. (15883)

GORDON CARS (LONDON), Ltd.—1949 Armstrong 18hp Lancaster saloon, blue, pre-selector, 5,000 miles.—Below. (15883)

GORDON CARS (LONDON), Ltd.—1949 Armstrong 18hp Lancaster saloon, grey, manual gear box, 11,000 miles.—Below. (15883)

GORDON CARS (LONDON), Ltd.—1948 Armstrong 18hp Lancaster saloon, black, moderate mileage.—Gordon House, 573, Euston Rd., N.W.1. Euston 6611. (15883)

£395—excellent runner, ready for immediate use.—Below. (15883)

£175—1935 Armstrong Town and Country saloon, division, excellent runner, good tyres, taxed, 18hp, 180-184, West End Lane, N.W.6. Hampstead 6490. (13589)

£750—1946 Armstrong Siddleley Hurricane coupe, heater, radio, new hood.—Woking 1925. (13530)

1949 Armstrong Siddleley Typhoon sports saloon, total mileage 7,000, finished blue, immaculate, 18hp, 180-184, West End Lane, N.W.6. Hampstead 6490. (13530)

LYNE FRANK & WAGSTAFF, Ltd., 3-5, Crouch End, L. Hill, N.5. Mountview 4401. (13530)

1935—1935 Armstrong Siddleley 7-passenger limousine, 18hp, 180-184, West End Lane, N.W.6. Hampstead 6490. (13530)

1949 Armstrong Siddleley Typhoon sports saloon, total mileage 7,000, finished blue, immaculate, 18hp, 180-184, West End Lane, N.W.6. Hampstead 6490. (13530)

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1949 Armstrong Siddleley Typhoon sports saloon, total mileage 7,000, finished blue, immaculate, 18hp, 180-184, West End Lane, N.W.6. Hampstead 6490. (13530)

1949 Armstrong Siddleley Typhoon sports saloon, total mileage 7,000, finished blue, immaculate, 18hp, 180-184, West End Lane, N.W.6. Hampstead 6490. (13530)

1949 Armstrong Siddleley Typhoon sports saloon, total mileage 7,000, finished blue, immaculate, 18hp, 180-184, West End Lane, N.W.6. Hampstead 6490. (13530)

1949 Armstrong Siddleley Typhoon sports saloon, total mileage 7,000, finished blue, immaculate, 18hp, 180-184, West End Lane, N.W.6. Hampstead 6490. (13530)

1949 Armstrong Siddleley Typhoon sports saloon, total mileage 7,000, finished blue, immaculate, 18hp, 180-184, West End Lane, N.W.6. Hampstead 6490. (13530)

1949 Armstrong Siddleley Typhoon sports saloon, total mileage 7,000, finished blue, immaculate, 18hp, 180-184, West End Lane, N.W.6. Hampstead 6490. (13530)

Armstrong Siddleley Cars Wanted

PASS & JOYCE, Ltd., London and District distributors, wish to purchase carefully used post-war Armstrong Siddleley cars—184, Gt. Portland St., W.1. Museum 1001. (10385)

Armstrong Siddleley Spares and Service

ACROTT MOTORS, Ltd.—Pre-selector gear boxes, exchanges and repairs—169, Fulham Rd., S.W.3. Kensington 7501. (10295)

ACROTT MOTORS, pre-selector gear boxes, exchanges and repairs. (10295)

ARMSTRONG SIDDELEY OWNERS—Complete overhauls, service and repairs by our highly skilled and specialist mechanics in our modern well-equipped workshops. (10295)

ACROTT MOTORS, Ltd., 129, Fulham Rd., S.W.3. Write, call or phone Kensington 7501. (10444)

BIRMINGHAM distributors spare parts from 1932—Frank Mossy (A.S. & S.), Ltd., The Depot, Steward St., Birmingham, 18. Box 0816. (10345)

A LARGE stock of spares for the above cars always available—Pass & Joyce Ltd., London distributors. Works, Hawley Crescent, Camden Town, Tel. Gul. 4181. (10444)

HENLYS, Ltd., Chetnam Hill Rd., Manchester, 8. Have large stocks of spares; reconditioning of cars and pre-selector gear boxes undertaken.—Tel. Deansgate 6216. (10602)

CENTRAL GARAGE, Croydon, distributors for Armstrong Siddleley cars, spares, repairs and services, complete overhauls, mechanical or coachwork.—Central Garage, Tel. Cro. 1464. (11999)

BROOKLANDS for individuality. (11999)

ASTON MARTIN distributors: details of new 2.6-litre; demonstration car available. (11999)

103—New Bond St., London, W.1. Mayfair 8351-6. (15505)

WJ SALMON AUTOMOBILES Ltd., offer:—

1949 Aston Martin 2-litre drop head coupe, in new condition.—Portsmouth Rd., Thames Ditton, Esherbrook 5551-2-3. (15713)

SIMPSON'S of Croydon for Astons of all types—See our advertisement under Sports Cars. (16697)

1939 2-litre Aston Martin saloon, black, green upholstery, fitted, disc, 6040—Birkett Motors, Ltd., 72-74, High St., South Woodford, E.18. Buckhurst 3768. (15663)

1937/8—Aston Martin 2-litre sports 2+2-seater, owned by connoisseur since new, completely overhauled with new engine recently fitted at works, recommended car, £665. Rury Automobiles, Ltd., 127, Parkway, N.W.1. Euston 2700. (15921)

Aston Martin Cars Wanted

ASTON MARTIN cars wanted for cash, full details:—Fratry Motors, Ltd., Old Windsor, Windsor 2002-3. (10417)

ROWLAND SMITH'S, the Aston Martin buyers—Hampstead High St. (Hampstead Tube). Ham. 6041. (10914)

SIMPSON'S of CROYDON are currently seeking a number of Astons for immediate purchase; our representative will attend anywhere in Great Britain by appointment.—101a, Tamworth Rd., West Croydon, Tel. Croydon 1537. (12659)

Aston Martin Spares and Service

ENRIE MOTORS, Ltd. (10602)

SOLE suppliers of spares for all Aston Martin cars produced up to 1940; specialised servicing facilities—2-litre reconditioned engines available.—Aldridge Rd., Old Windsor, Tel. Windsor 2002-3. (10398)

COACHCRAFT offer:—

AUGUST 1938 Aston Big 7 de luxe saloon, excellent mechanical condition, body above average and free from rust, thoroughly reliable vehicle; £275; A.C. or B.C. inspection if desired, terms and exchanges. (12751)

COACHCRAFT, Elm Rd., Epsom, Tel. 6339. (12751)

1938 Aston Big 7 4-door de luxe sun saloon, colour black, brown leather upholstery, very attractive; 2760s. (13640)

RAYMOND WAY of Kilburn, Hire Purchase Specialists, has 400 good used cars under £400.—Maida Vale 6044. (13640)

265 cns.—Aston 7 1933 model Ruby saloon, black, brown leather, one owner, very good condition; terms, exchanges.—Rowland Smith, below. (13640)

195 cns.—Aston 7 1939 standard 3-seater, plain leather, very carefully used, excellent condition; terms, exchanges; list: open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (13640)

NO Budget increase here—1938 Aston Big 7 4-door de luxe saloon, good condition, £265. Rury Automobiles, Ltd., 127, Parkway, N.W.1. Euston 2700. (15920)

Aston Seven Cars Wanted

ROWLAND SMITH'S, the Aston 7 buyers—Hampstead High St. (Hampstead Tube). Ham. 6041. (10914)

RAYMOND WAY, the hire-purchase specialists, are still buying Aston 7s and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.8. Maida Vale 6044 (10 lines). (10854)

ASTON EIGHT

J. CORTON Ltd. (10854)

USUALLY have an 8hp Aston for sale, for details

139—149, Fulham Rd., S.W.3. Ken. 1410. (6244)

1940 Aston 8, black, reupholstered, new head lining, new carpet, an immaculate motor car.

J. WATSON MOTORS, Ltd., 14, Vauxhall, 14, 150, King St., Hammersmith, W.6 (Tel. Riverside 4111), and 186, East Barnet Rd., New Barnet (Barnet 2400 and 2433).

1947 Aston 8-4-door saloon, very nice order: £625. Barnes Garage, 315, Finchley Rd., Hampstead, N.W.3. Ham. 2221. Ma. 1027. (15249)

£45—beautiful body work, interior leather excellent, whole car magnificently maintained and race specimen, 3 months' guarantee, hire purchase, exchanges.

EMBS of Wood Green, Finchley Showrooms, 421, L. High Rd., Finchley, N.12. Pin. 6221. (13535)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

1939 Austin 8 saloon de luxe, light blue with brown leather interior, factory reconditioned engine since April, 1951. £425. **MADDALEEN MOTORS**, 311, Trinity Rd., Wandsworth Common, Battersea 5573. (4108)

1940 Austin 8, very clean condition, low mileage; 4,500—Barnes Garage, 315, Finchley Rd., Hampstead N.W.3, Ham. 2221, Mai. 1627. (4163)

COLDERS GREEN: H. A. Saunders, Ltd.—1947 Austin 8, 4-door saloon, black, brown, guaranteed—144, Golders Green Rd., Sps. 0011. Open 9 a.m.-9 p.m. 1905-6. (3768)

1946 (registered) Austin 8 4-seater tourer, in cellulose, blue leather upholstery, good hood and side-panels; £245 cash or £40 deposit—C & S Motors, Ltd., Dudden Hill Lane, Neasden, Gladiators 1905-6. (1950)

1947 (June) Austin 8 4-door de luxe saloon, black, brown leather, approx. mileage 18,000. Really superb, 1947 reg., 2-door, excellent throughout; £17/10—346, King St., Hammersmith, Riverside 2857/8. (3994)

375 snc.—Austin 8 July 1939 de luxe saloon, black, sliding head, brown leather, uneven tyres, very good condition; terms, exchanges, list; open 9-5 weekdays and Saturdays—Hewland Smith, Hampstead (Hampstead Tube). Hampstead 6041. (3901)

Austin Eight Cars Wanted

C THE CAR MART, Ltd., London distributors, wish to purchase Austin 8 cars.—297, Euston Rd., N.W.1, Euston 1212. (1095)

ROWLAND SMITH'S, the Austin 8 buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. (1094)

I NEED post-war Austin 8 immediately.—Fortune, 17, Astwood Mews Hill 1286 (day). (1023)

CASH buyers of low mileage Austin 8s, distance no object.—Huttons, Lord St., Southport. Tel. 2268. (10794)

RAYMOND WAY, the hire-purchase specialists, are still buying Austin 8s, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6, N.W.6 6044 (10 lines). (10055)

AUSTIN TEN

SAUL & SLATER, Ltd., offer:—
1947 Austin 10hp saloon, black with brown leather upholstery, 4,200—Saul & Slater, Ltd., 44-46, Alderman Hill, N.13, Palmers Green 1205 7175 (4146).

S. G. SMITH (MOTORS), Ltd., offer:—
1937 Austin 10 Cambridge saloon, reconditioned engine; £350.

S. G. SMITH (MOTORS), Ltd., 15-19, East Dulwich Rd., S.E.22, New Cross 4444. (4114)

1938 Austin 10 good condition; £375.—Below.

1946 (October) Austin 10, very good condition; £675.—Barnes Garage, 315, Finchley Rd., Hampstead N.W.3, Ham. 2221, Mai. 1627. (7014)

AUSTIN 10hp cabriolet, 1938, blue and black good condition throughout.
LAWSON PIGOTT MOTORS, Ltd. (Vaughan dealers), 320, King St., Hammersmith, W.6 (Tel. Riverside 4111), and 185, East Barnet Rd., New Barnet (Barnet 8044 and 2353). (1747)

1947 Austin 10 black, one owner, 23,000 miles, excellent condition; £795.

JOHN WILSON AUTOS, Ltd., Sandstead Rd. South J. Cruden. Sandstead 4260. (7640)

1946 Austin 10 saloon, reconditioned engine, blue; 3 months' guarantee; £675. **LID.**, 200-220, Cricklewood Broadway, N.W.2, G. 4234. (3627)

1937 Austin 10 cabriolet; £335.—Blue Star Garage, 617, Finchley Rd., N.W.3, Ham. 2254, (2178)

GATEHOUSE offer 1939 Austin 10 Cambridge saloon; £465.—Guthrie Motors, Ltd., Highgate Village, N.6, Mow, 4444. (3541)

1947 Austin 10 saloon, perfect condition; £665.—Horbert & Mills, Church Rd., Ashford, Middx. Tel. 2960. (1567)

1938 Austin 10 de luxe saloon, blue, blue hide upholstery, an exceptional motor car in every respect, taxed; £395.

TIMMIS MOTORS, Colindale Rd., Putney, S.W.15, Putney 5955-6. (1296)

£450—Austin 10 1940 4-dr. slp., excellent appearance, and mechanical order, leather interior, choice of many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.1, Park 5066-7, open Mon. to Sat. 9-6 (50th Holland Park Tube). (3527)

AVAILABLE to the trade, low mileage 1947 Austin 10, W.2, Paddington 1282. (1084)

1945 Austin 10 saloon, one owner, excellent order, 6 months' warranty, 28,000 miles; £585.—Haskins, Ladbrooke 1155. (19059)

1942 Austin 10 saloon, guaranteed; £285, 5 months.—Oldfield, 4, Russell Gardens Mews, Kensington, Park 7780. (15673)

1946 Austin 10 sal., blue, 19,000 miles, ex. cond.—Tucker, Ltd., 6, Upper St. Martin's Lane, W.C.2, Temple Bar 3336. (15410)

1947 Austin 10, black, small mileage, taxed, spotless; £770.—Welham, 5, Surbiton Hill Rd., Surbiton, Elmbridge 1873. (4154)

£495—1939 Austin 10 de luxe saloon, beautiful black and out, most carefully used and recently overhauled.—Below.

1946 Austin 10 de luxe saloon, immaculate throughout, out only since new, 3 months' guarantee; hire purchase exchanges.

LAMBS of Wood Green, Finchley Showrooms, 41, High Rd., Finchley, N.12, Fin. 6221. (3831)

1939 Austin 10 drop head four-seater coupe; £425, 2000—Barnes Garage, 315, Finchley Rd., Mews, Kensington, Park 7780. (15673)

1947 Austin 10 saloon, black with brown leather upholstery, unmarked; £715.—Mewkers Motors, Ltd., Bricker-street 2081. (4054)

1939 Austin 10 saloon de luxe, engine overhauled 31st March, 1951, bodywork original, interior beautifully clean; £450.

MADDALEEN MOTORS, 311, Trinity Rd., Wandsworth Common, Battersea 5573. (4106)

1942 Austin 10, not ex-W.D. black, brown leather, in exceptional condition; £550.—G. & S., 306, King St., W.6, Riverside 2941. (2684)

1936 Austin 10 Sherbourne saloon; £250; guaranteed payment; Oldfield, 4, Russell Gardens Mews, Kensington, Park 7780. (3678)

1937 Austin 10 Cambridge de luxe saloon, in superb condition, taxed; £395.—Northways Garage, Swiss Cottage, N.W.3, Primrose 1127. (3938)

1938 Austin 10 Cambridge saloon, immaculate; £425.—Smith & Hunter, Ltd., 576, Kensington High St., London, W.14, Tel. Western 2312. (1717)

1949 Austin A40 saloon, grey, with beige upholstery, low mileage, sun roof, interior heater, radio, draft-proof, automatic windscreen washer, taxed Dec. as new; £995.

JOHN CAMPBELL MOTORS, 415, Holway Rd. S.7, North 4441. (2608)

1939 Austin 10 Cambridge saloon de luxe, reconditioned engine, in very exceptional condition; £395, or £130 deposit.

KING'S MOTORS, 225-227, High Rd., Seven Kings, Essex. Tel. Seven Kings 5596 and 5597. Open weekdays 9 a.m. to 7.30 p.m. (3930)

1937 Austin 10 Cambridge de luxe saloon, in excellent condition, 1937 reg., 1937 engine, overhauled, leather upholstery, good tyres and battery, any trial; £425.—Griffins Garage, Weybridge, Tel. 1491. (1094)

WALTER SCOTT, Ltd., 1937 Austin 10 de luxe saloon, black, black hide, carefully used, excellent condition; £385; exchanges, terms—59, College Crescent, Hampstead, N.W.3 (Swiss Cottage Tube). Pri. 5914. (2023)

1946 Austin 10 sunshine black saloon, brown leather, perfect condition, one owner, with sixth tyre, continental touring spares, living to end year; £725 or nearest.—Tel. Beaconsfield 819 or Box 1556. (3704)

£195 or by instalments (£65 deposit)—Austin 10hp drop head coupe, 1934 free 12-month third-party insurance, 3 months' written guarantee; £195—W. Wilson & Sons, Finchley Rd., London, N.W.3, Hampstead 5712 and 8552. (2895)

1945 Army, recon. engine, 1000cc condition throughout, looks and runs like new; £217/10; another 1940 model post-war type, excellent runner; £375.—348, King St., Hammersmith, Riverside 2857/8. (3992)

1947 Austin 10hp sunshine roof saloon, 4-door, beautifully finished in the original black with brown leather interior, mileage 27,000, fitted 3 new tyres, 2 original tyres still good for considerable mileage, fitted many extras including new Romac radio, fitted new covers, demister, brand new Linat battery, new chrome spotlight, taxed for the year; this car has been very carefully used and regularly painted under chassis with Bitumastic, most excellent car; £696; Maidstone Eng. Co., Cross St., Pendleton, Manchester, Tel. Pen. 545. (3666)

Austin Ten Cars Wanted

M THE CAR MART, Ltd., London distributors, wish to purchase Austin 10 cars.—297, Euston Rd., N.W.1, Euston 1212. (1095)

I REQUIRE post-war Austin 10 urgently.—21, Kirk-stall Rd., S.W.2, Tulse Hill 1286 (day). (1094)

ROWLAND SMITH'S, the Austin 10 buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. (1094)

CASH buyers of low mileage Austin 10s; distance no object.—Huttons, Lord St., Southport. Tel. 2268. (10794)

URGENTLY required, a number of Austin 10hp saloons, 1946-7-8, must be really first class order and under 20,000 miles.

ROUNDABOUT GARAGE, Western Ave., Greenford, Middlesex, Wuxlow 1071-5. (2636)

PRIVATE buyer requires Austin 10 2-seater tourer, 1935-37, Particulars and price to P. Culver, c/o S. Crispie Rd., Oxford. (4030)

RAYMOND WAY, the hire-purchase specialists, are still buying pre-war Austin 10s and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6, Maids Vale 6044 (10 lines). (10056)

ELITE MOTORS offer:—
1949 August Austin A40 Utilikon, speeds reading 19,000, exceptionally good mechanical condition, excellent tyres, attractively enclosed in dual colour scheme, black and grey, very clean condition and interior; £665.

ELITE MOTORS, 951-961, Garsia Lane, Twickenham, Epsom, Tel. Balham 2474 (4 lines). (3797)

PHILIP RICHARDS, Ltd., offer:—
1949 Austin A40, green, 10,000 miles.—4, Brick 4772-3, St. Park Lane, London, W.1, Grosvenor 4772-3. (1094)

DAGENHAM MOTORS, Ltd., offer the following car:—Austin A40 saloon, radio, heater, black, hide, 8,900 miles.

1949 Park Lane, W.1 (Recent 4066), and 374, Failing Rd., Albury, Mid. (Pervale 3559). (1094)

56 Park Lane, W.1 (Recent 4066), and 374, Failing Rd., Albury, Mid. (Pervale 3559). (1094)

AUTOMOBILE & AIRCRAFT SERVICES, Ltd., offer:—
1949 Austin A40, green, super, radio, spotless; £1,050.

MALBOROUGH WORKS, Kenton, Middlesex, Tel. Wetherby 5656 and 3656. (3509)

1949 Austin A40 saloon black with beige upholstery, radio and heater, 5,000 miles; £1,125.

H. A. SAUNDERS, Ltd., 144, Golders Green Rd., Hampstead N.W.3, Ham. 2221, Mai. 1627. (4163)

1947 Austin A40 saloon black with beige upholstery, radio and heater, 5,000 miles; £1,125.

H. A. SAUNDERS, Ltd., 144, Golders Green Rd., Hampstead N.W.3, Ham. 2221, Mai. 1627. (4163)

1947 Austin A40 saloon black with beige upholstery, radio and heater, 5,000 miles; £1,125.

H. A. SAUNDERS, Ltd., 144, Golders Green Rd., Hampstead N.W.3, Ham. 2221, Mai. 1627. (4163)

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1947 Austin A40 saloon black with beige upholstery, radio and heater, 5,000 miles; £1,125.

H. A. SAUNDERS, Ltd., 144, Golders Green Rd., Hampstead N.W.3, Ham. 2221, Mai. 1627. (4163)

C. A. PETO, Ltd.—1949 Austin A40 sal., grey; £970.—45, North Audley St., W.1, Mayfair 2051. 193956

1948 (November) Devon saloon, radio & heater 1 careful user; £985.—Campbell Symonds, Wembley 6286. (5503)

COLDERS GREEN—H. A. Saunders, Ltd.—1950 A40 4-door saloon, grey/blue, heater, 2,000 miles, guaranteed.—Below.

H. A. SAUNDERS, Ltd.—1949 Austin A40 4-door saloon, grey/blue, heater, guaranteed—144, Golders Green Rd., Sps. 0011. Open 9 a.m.-9 p.m. 1905-6. (3768)

1950 Austin A40 saloon, 5,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2, Tem. 5565. (5620)

1950 (March) Austin A40 saloon, heater and sun roof, 5,000 miles, immaculate condition; others available; £1,125, H.P. terms.

GENERAL GARAGE, Ltd., rear of 20-24, Grosvenor A Place, Victoria S.W.1, Sloane 4944. 19914

1949 A40 utility, special window, ultra modern 2-seater, 14,000 miles, 5-seater, one owner; £875.—Rory Automobiles, Ltd., 127, Parkway, N.W.1, Euston 2700. (3927)

1949 Austin A40 Devon, grey, heater, radio, many extras; £1,050.—Hendon Central Garage, Ltd., 44-46, Watford Way, Hendon Central, N.W.4, Tel. Hendon 1425-4. (3577)

£920—Perfect condition, complete with 1949 covers, heater and sliding roof, grey Devon saloon, blue upholstery, left-hand drive 1949 model, less than 10,000 miles, available London mid-June 1951. (3583)

NAYLOR & ROOT, Ltd.—1949 Austin A40 Devon saloon, black, beige upholstery, very low mileage, unblemished throughout; 3 months' guarantee; choice of 250 quality car decorations (within 120 miles); terms available.—25, East S.W.16, E. 5272. Open 9-6 each week-day including Saturday. (2919)

Austin A40 Cars Wanted

T THE CAR MART, Ltd.

AUSTIN cars

REQUIRED immediately.

MAKE your enquiries to

AUSTIN House, 297, Euston

ROAD, London, N.W.1.

TELEPHONE: Euston 1212

I NEED Austin A40 immediately.—30, Ryecroft Rd., W.14, Mose Hill 2768 (day). (10723)

A40 car wanted.—MAC 12, Brambledown Rd., W.14, Wallington, Surrey 6397. (2387)

ROWLAND SMITH'S, the Austin A40 buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. (1094)

CASH buyers of low mileage Austin A40s, distance no object.—Huttons, Lord St., Southport. Tel. 2268. (10794)

ALMOST new Austin A40 required; cash payment.—Morley, 54, Streatham Hill, S.W.2, Tulse Hill 4488. (10851)

AUSTIN A40 cars wanted.—Motorgists (London) Ltd., are immediate cash buyers of A40s and 10hp saloons.—Great North Rd. & Finchley Station, N.2, Tudor 2351-2. (10701)

AUSTIN TWELVE

CAR MART, Ltd.

LONDON Distributors.

1947 Austin 12 saloon, 21,000 miles; £1,075.—Car Mart, Ltd., 297, Euston Rd., N.W.1, Euston 1212. (4061)

MERES & MERES, Ltd. (Est. 1893), offer:—
AUSTIN 12hp de luxe saloon, four doors, blue, hide upholstery to match, coachwork, mechanical condition and interior excellent, tyres practically new, original condition; £550.—The Broadway, Mill Hill, N.W.7, Tel. Mill 2040. (5290)

1940 Austin 12 in showroom condition, engine re-bored; £595.

MARIN & HARRISON (MOTORS), Ltd., 492-6, High Rd., Chiswick, Chiswick 0554/2619. (5035)

1947 Austin 12 saloon, black with brown leather, in good condition, 1947 reg., 21,000 miles, Gray 25, Hermitage Lane, N.W.2, Speedwell 1242. (3616)

1947 (July) Austin 12 saloon, one owner, in magnificent condition; this car has been most carefully maintained and ready to new for every respect; exchange or terms arranged if required; guaranteed three months; £650.—Griffins Garage, Weybridge, Tel. 1491. (4181)

Austin Twelve Cars Wanted

C THE CAR MART, Ltd., London distributors, wish to purchase Austin 12 cars.—297, Euston Rd., N.W.1, Euston 1212. (1095)

CASH buyers of low-mileage Austin 12s; distance no object.—Huttons, Lord St., Southport. Tel. 2268. (10794)

AUSTIN 12 wanted, must be in good condition. O. & H. Hall, 152, Union Ave., Hounslow, Tel. 7377. (2659)

ROWLAND SMITH'S, the Austin 12 buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. (1094)

1937 8-9 Austin 12 saloons and limousines wanted.—Motorgists (London), Ltd., East Finchley Station, N.2, Tudor 2351-2. (10084)

RAYMOND WAY, the hire-purchase specialists, are still buying pre-war Austin 12s and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6, Maids Vale 6044 (10 lines). (10056)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

BENTLEY (3½ & 4½-litre)

C CAR MART, Ltd.
1949 Bentley Mark VI steel saloon, 17,000 miles; £2,475. Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 5434. (4065)

H OFFMANN GARAGE, Ltd.
H UDDERSFIELD Rd.,
H ALIFAX.

GREAT Britain's leading specialists in Rolls-Royce and Bentley cars.
PROUD members of the Swain Group.
A National Motoring Organisation.

1948 Bentley Mark VI 4½-litre standard saloon by Bentley Motors; ref. H.5996.
1939 Bentley overdrive 4½-litre sports saloon by Park Ward; ref. H.6472.
1936 Bentley 3½-litre saloon by William Arnold; ref. H.5474.
ALL cars carry our unique six months' guarantee, unless otherwise stated at time of purchase; please write or phone for details to:
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H UDDERSFIELD Rd.,
H ALIFAX, Yorkshire.

TEL.: Halifax 5944. (3464)

FOX
OFFICIALLY appointed Rolls-Royce and Bentley retailers, special retailers of H. J. Mulliner coachwork, offer the following from their large specially selected post-war stock, for immediate delivery.
1948 Standard saloon in Bentley Mark VI chassis, black, beige leather, passed by Bentley Motors.
H Bond St., London, W.1. Tel. Regent 7667.
FOX (3466)

RIPRON.
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RIPRON BROS., Ltd.
NORTHERN Bentley Specialists.

1948 Mark VI standard saloon, mistletoe green with beige leather.
1948 Mark VI standard saloon, black with blue leather upholstery.
1937 4½-litre 4-door sports saloon by Thrupp & Maberly, black with blue leather upholstery.
1934 4½-litre 4-door sports saloon by Park Ward, black with brown leather.
FOR further particulars contact the largest Bentley distributors:
RIPRON BROS., Ltd., Huddersfield 6340 (5 lines); also at Bradford, Leeds and Sheffeld. (1096)

PADDON BROS., Ltd.
1934 3½-litre drop head fourseater.

PADDON BROS., Ltd., 60, Cheval Place, South Kensington, London, S.W.7. Ken. 9477-8. (1733)

FRANK DALE offers:—
1936 Bentley 4½-litre Park Ward 4-door sports saloon, in outstanding condition; £1,550.
1934 Bentley 3½-litre Vanden Plas fourseater drop head coupe, excellent order throughout; £1,250—60. Princes Gate Mews, Exhibition Rd., S.W.7. Kensington 6860.

R. C. MORTLAKE offers:—
1934 3½-litre Bentley fourseater drop head coupe by Park Ward, most carefully kept and in exceptional fine mechanical condition.
1935 4½-litre Bentley sports saloon, Thrupp & Maberly, known mileage.
1937 4½-litre Bentley fourseater drop head coupe by Park Ward, immaculate in every way, known mileage.
1937 4½-litre razor-edged sports saloon, Prestone & Webb, known mileage; R. C. Mortlake, 255, Kenal Rd., London, W.10. Ladbroke 3155. (2965)

RUSSELL MOTORS offer:—
1948 Mark VI Bentley standard steel saloon, 21,000 miles, heater and radio, 1949 modifications; £1,350.
1937 model 41, Bentley 4-door saloon by Park Ward, 58,000 miles only; £1,450.
THE above cars subject to any trial or examination.

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Tel. Sloane 9288. (1974)

LARGE stock of 3½-4½ Bentley cars for disposal.
H. R. OWEN, Ltd., 17, Berkeley St., W.1. Mayfair 9000 (10 lines).
BELLS SERVICE GARAGES offer the following Bentleys:—
1938 Bentley 4½-litre (1st registered June 1939) Park Ward sports saloon, green with grey leather; £1,995.
1936 (December) Bentley 4½-litre sports saloon, Mulliner body, black with chromium waistband and fawn leather; £1,695.
1936 (June) Bentley 3½-litre Park Ward sports saloon, orster grey with pale blue leather interior; £1,695.
1935 (September) Bentley 3½-litre Thrupp & Maberly sports saloon, black with grey leather; £1,525.
1934 (May) Bentley 3½-litre drop head coupe, blue with new fawn mohair hood; £1,195.
ALL the above can be viewed at:
BELLS SERVICE GARAGES, 144, London Rd., Kingston-on-Thames. Kingston 1185. (3130)

BENTLEY (3½ & 4½-litre)

JACK BARCLAY, LIMITED.
LARGEST Official Retailers of Rolls-Royce and Bentley cars—Work list of used models on request to:
12-13 St. George St., Hanover Sq., London, W.1. Tel. Mayfair 7444. (10097)

HAROLD RADFORD & Co., Ltd.
INVITE you to call and inspect their unique selection of Bentley cars.
1948 (Nov.) Mark VI Bentley Standard steel saloon, passed by Bentley's, 35,000 miles, black, beige upholstery, in beautiful condition throughout.
1939 (May) 4½-litre Bentley razor-edge saloon by Prestone & Webb, black, beige upholstery, 75,000 miles, a particularly fine car, in exceptional condition throughout.
HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). (2645)

JACK OLDING OF MAYFAIR offer:—
1949 Mark VI Bentley standard saloon, black, 20,000 miles, immaculate condition.
1948 MK VI Bentley, 2-door saloon by Young, blue, 52,000 miles.
1948 MK VI Bentley fitted with Prestone & Webb saloon, black, brown leather, 34,000 miles.
1938 4½-litre Bentley, H. J. Mulliner overdrive, fourseater drophead coupe, blue.
1936 4½-litre Bentley, H. J. Mulliner saloon, black, brown leather.
1935 4½-litre Mark VI Bentley, standard application Ward saloon, grey.
DELIVERY of new and used cars quoted on approval.
AUDLEY House, North Audley St., W.1. Mayfair 5842. (3471)

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1948 Bentley Mark VI standard saloon, black, speedometer reading 14,000.
103 New Bond St., London, W.1. Mayfair 5351-2. (3524)

A CLAND & TABOR, Ltd., Welwyn 481 offer with 4 months' guarantee:—
1935 Bentley 3½-litre 4-dr. sal. by Thrupp & Maberly, black beige leather, a beautiful car, £1,550.
1936 3½-litre Bentley 4-dr. sal. by Gurney Nottingham, black red leather, good history, £1,595. (4086)

1935 Bentley 3½-litre 4-door saloon by Park Ward, black/beige; £1,650.
FREEMAN, Ltd., Crayke Road, Burnage, Tel. Central 451. (2674)

CENTRAL GARAGE, Croydon, offer:—1936 41, Bentley 4-door saloon, really good condition.
1935 3½-litre Bentley 4-door saloon by H. J. Mulliner, in excellent condition.
1935 3½-litre Bentley saloon by Park Ward, in excellent condition—Central Garage, Tel. Croydon 7464. (3162)

4½-litre Bentley Vanden Plas saloon, over £500 spent with makers till shown—Lawton-Goodman, 26, North Audley St., W.1. Mayfair 3560. (1101)

3½-litre 4-door Thrupp & Maberly sports saloon, December 1934, maintained by makers throughout, beautiful lines and excellent condition; £1,075—Tel. Central 451. (2915)

4½-litre Bentley, first registered 17.6.35, fitted with Park Ward saloon body, finished in black with blue leather upholstery, chauffeur kept, recently checked over by makers, in first-class condition.
ATHUR MULLINER, Ltd., Bridge St., Northampton 2046

1936 Bentley 4½-litre sports saloon by James Young, modern lines, excellent history, exchanges and terms.—Swanmore Car Sales, 175, Church Rd., Boscombe, Tel. Southbourne 1022. (3485)

1936 Bentley 3½ saloon by Vanden Plas Bentley Motors accounts for £400, Feb. 1948, magnificent car, exchanges and terms.—Swanmore Car Sales, 1176, Christchurch Rd., Boscombe, Tel. Southbourne 1022. (3484)

BENTLEY (3½ & 4½-litre)

1947 Bentley Mark VI standard saloon, R36 BH, 26,000 only, guaranteed, pearl grey, grey upholstery, mod-front coil-over, car as new throughout, works maintained, any trial, one order limited.
NEWCASTLE (STAFFS) MAYFAIR CO., Ltd., Bruford, W.12 St., Newcastle, Staffs. Tel. 662667-7. (3515)

1939 Bentley 4½-litre M.R. series, fixed head coupe by Park Ward, with sliding top, completely retinted in beige leather, reconditioned black car equal in every way to new, £2,500, trade enquiries welcomed.
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1934 Bentley d.h. coupe offered privately, beautiful car, object of maintenance (McKenzie invoices available), 22 mpg, A.D.150, four new tyres, latest year, best over £1,150, all letters answered (Surrey).—Box 1159. (3705)

PRYNN & STEVENS, Ltd., the South London Austin & Rover depot, full range of new parts, batteries, brake-range engines, gear boxes, pumps, clutches, carburetors, brake shoes and electrical units from stock, repairs and service to Austins exclusively.—57, Acra Lane, W.2. Brixton 1155. (10184)

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COOMBS & SONS (GUILDFORD), Ltd. offer:—

1937 Bentley 4½-litre Park Ward saloon, total mileage since overhaul by Bentley's 63,000, 500 miles, £2,200.
1937 4½-litre Bentley drop head coupe by H. J. Mulliner, respired and reupholstered; £1,895.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford, Guildford 62907-8-9. (3158)

RED Label, short chassis, unmodified, excellent condition, two new tyres; £315, or offer—Box 609, (Surrey).—Box 154. (354)

1930 Bentley 4½ saloon, engine just rebored, etc., full hills shown, new tyres, battery, brakes, clutch and electric; delivered free—Slater, Scalesby, Carlisle. (3552)

Bentley Cars Wanted

SOUR demand is urgent.

OWNERS who have Bentley cars for disposal are invited to communicate with the Swain Group of Companies, London offices, H. R. Owen, Ltd., 17, Berkeley St., W.1. Tel. Mayfair 9000. Head office, Hoffmann's Garage, Ltd., Huddersfield Rd., Halifax, Yorks. Tel. Halifax 5944. (10515)

CAR MART, Ltd., wish to purchase Bentley cars.—320, Euston Rd., N.W.1. Euston 1212. (1066)

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CAR specialist for over 20 years wishes to purchase pre-war or post-war Bentleys in good condition, urgently wanted 1946-7-8 Mark VI standard saloons.
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J MARSHALL
WANTED, Bentley 3½- and 4½-litre, all types of coachwork, any condition; immediate cash settlement.
J MARSHALL, 869 St. Albans Rd., Watford, Tel. Garston 2569. (10487)

ROWLAND SMITH'S, the Bentley buyers.—Hamstead High St., Hamstead, Essex. Ham 604.
THE BASINGSTOKE MOTOR CO. wish to purchase 3½- and 4½-litre models; fair price offered.—By-Pass Road, Basingstoke. (10654)

BENTLEY Mark VI standard saloons required in first-class condition by R. C. Wilmshut, Ltd., 512, Epsom St., Crystal Palace S.E.19. Lvs. 3962. (10062)

WE are open to purchase any type pre-war Bentley cars complete or otherwise.—Compton, 69, Weston St., Crystal Palace S.E.19. Lvs. 3962. (10062)

WADHAM BROS., Ltd., leading special retailers, wish to purchase good pre- and post-war Bentley and Rolls-Royce cars.—Banister Road, Southampton 2291-5. (19175)

RIPRON BROS., Ltd., the Northern Bentley specialists, special retailers and repairers wish to buy any mileage Mark VI Bentleys.—Huddersfield 6340 (5 lines). (10907)

JACK OLDING Ltd., 8-10 North Audley St., W.1, official Bentley and Rolls-Royce retailers are interested in the purchase of Bentley cars in first-class condition. Mayfair 5242. (10815)

CHARLES FOLLETT, Ltd.—officially appointed re-tailers and repairers of Bentley cars.—85, Berkeley St., W.1. May 6256. Service, works and stores; 12 Wellesley Ave., W.6 Riv. 1415. (10593)

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LARGEST official retailers and repairers of Bentley cars servicing or complete overhauls, mechanical or coachwork, have stocks of spares for all types.
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CENTRAL GARAGE, Croydon, specialists of all Bentley and Rolls-Royce cars, complete overhauls, mechanical or coachwork—Central Garage, Tel. Croy. 7464. 16553

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DICKS CAR SALES offer:—
1936 B.M.W. drop head four-door coupe, bills here £200 overhaul. 15604
DICKS CAR SALES, Ltd., 55-56, High Rd., Kilburn, N.W.4. Maida Vale 6588-9. 15604

1939 B.M.W. type 327 80 2-4-seater cabriolet, black and red leather interior, unusually good appearance and mechanical condition throughout, one owner since 1944, maintained by A.P.N. Ltd., fully equipped, including radio, £1,195, exchanges, deferred terms—John S. Truscott, Ltd., 173, Westbourne Grove, W.11. Bay. 4274. 15966

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1950 Bond Minicar, 800 miles only, in new condition, balance of equipment to be signed.
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KEVILL DAVIES & MARCH, Ltd.
OFFICIAL Bristol retailers.

41-42 Hay's Mews, Berkeley Sq. W.1. Gros. 2563. 16096

A.F.N. Ltd., usually have for sale Bristol cars.—
Falcon Works, London Rd., Isleworth, Middlesex (Hendon) 0011. 15319

CHARLES CRICKSHANK MOTORS, The Centre, Bristol, Tel. 25280—Distributors in the West for Bristol cars. Details and literature on request. 15890

1948 Bristol type 400 saloon to standard specification, immaculate, low mileage car.—**The Talbot Garage**, Ltd., 12, Station Rd., Henley-on-Thames, Henley. 14010

Bristol Cars Wanted
H. R. MARTINDALE, Ltd., will purchase any used Bristol for cash.
WRITE or telephone H. R. Martindale, Ltd., Bristol Distributors, Harrison St., Brigste, Leeds, 1. Tel. 20114-2. 15562

BARTLETT—the Bristol buyers—27a, Pembridge Villas, W.11. Baywater 0523. 15985

A.F.N. Ltd., will purchase or accept in exchange
A Bristol cars—Falcon Works, London Rd., Isleworth, Middlesex. 15476

UM Ltd.
UNIVERSITY MOTORS, Ltd., Bristol distributors, 7, Hertford St., Mayfair, W.1. Grosvenor 4141.

B.S.A. Scout, late '36, fast, economical, new hood, well shod metallic tyre, offers over £200.—St. Agnes, Dushbury, Reading. 15621

1939 B.S.A. 10 sports 2-seater, super condition; £295—Value Cars, Ltd., 362, Upper Richmond Rd., East Sheen, Prospect 7260. 15127

£235—1935 B.S.A. Mulliner streamlined sports 4-door saloon, unusually attractive lines, excellent running—Bryant Motors, 350-184, West End Lane, N.W.6, Hampstead 6490. 15556

£295—1939 (reg. July) 10hp B.S.A. sports 4-seater, superb condition, superb running, good weather equipment; bargain—Bryant Motors, 180-184, West End Lane, N.W.6, Hampstead 6490. 15589

1939 B.S.A. Scout 1950 10hp Series 5 2-seater, 325 reg. maroon leather, £50 overhaul, excellent condition; terms, exchanges; list open 9-7 week-days and Saturdays—Howard Smith, Hampstead (Hampstead Tube) Hampstead 6041. 15552

B.S.A. Cars Wanted
ROWLAND SMITHS, the B.S.A. buyers—Hampstead High St., Hampstead, Tel. Ham. 6041. 15552

RAYMOND WAY the hire-purchase specialists, are still buying B.S.A.s, and have unlimited cash available—Canterbury Tel. Kilburn, N.W.6. Maida Vale 6044 (10 lines). 10539

B.S.A. Spares and Service
BASIL ROY, Ltd.—B.S.A. spares, complete fleet of windscreen and retail—161, Gt. Portland St., W.1. Langham 7735. 10144

SPARE parts for 10hp and 12 G B fitted wheel models.—**Alens**, Victoria Road, Clapham, S.W.4. Maida Vale 4199 and 6252-3. 10641

Bugatti Cars Wanted
DUGATTI wants 1926 for rebuilding—C. Arnold, 8, Homestead Way, Northampton, Tel. 5001, 2306

WANTED, Bugatti late pre-war model (57.5, etc.), preferably coupe, good condition, moderate genuine equity; good price for required car; mint condition.—Box 109. 15551

Bugatti Spares and Service
LEMON BURTON, Bugatti service, 55, Netherwood St., N.W.6. Maida Vale 1531. 10071

SIMPSON'S MOTORS **BUICK**
1949 (reg.) Buick, radio, heater, nylon covers, 17,000 miles, immaculate, for full list see under American Cars. 15965

1948 Buick Super, radio, heater, American covers, under American Car. 15965

1939 Buick Century, with division, moderate mileage, good condition; for full list see under American Car. 15965

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), Wembley 5903. 15905

BUICK
PHILIP RICHARDS, Ltd. offer:—
1949 Buick Dynaflow, saloon, maroon, radio, heater, 9,000 miles.—4, Brick St., Park Lane, London, W.1. Grosvenor 4141. 15965

1949 Buick 500hp Viceroy saloon, beautiful condition; £455—Reeves Motors, Grand Parade, 1970
1949 (registered) Buick 4-door saloon, complete with all accessories, 17,000 miles only, a superb carriage, £2,250.—A.Z. Motors, Palmerston Rd., N.W.6. Mail 4723. 15974

1936 Buick 500hp roadster, special series model, fitted Marshall lamps and radio in quite faultless condition throughout. 15772
1937 Buick Viceroy saloon, finished black, cloth upholstery; excellent chassis and engine, part of the make ideal high car—Arnold 3004, 15772

£695—1939 Buick Viceroy de luxe saloon, open standing body work, literally spotless interior Bedford card, while on sale 100% performance and represents real value at this price; 3 months warranty, hire purchase, exchanges. 15772

1939 Buick 500hp l.h.d. saloon, genuine American maroon, first registered, 1945, really magnificent condition throughout, radio, heater, many extras, approximate total mileage 40,000; £2,250—C. Moore & Murray, Mews, N.W.1. Gulliver 2417. 15772

295 saloon, black, brown leather, good tyres, 2 seats, 1945, 1946, 1947, 1948, 1949, 1950, 1951, 1952, 1953, 1954, 1955, 1956, 1957, 1958, 1959, 1960, 1961, 1962, 1963, 1964, 1965, 1966, 1967, 1968, 1969, 1970, 1971, 1972, 1973, 1974, 1975, 1976, 1977, 1978, 1979, 1980, 1981, 1982, 1983, 1984, 1985, 1986, 1987, 1988, 1989, 1990, 1991, 1992, 1993, 1994, 1995, 1996, 1997, 1998, 1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 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A. ROOT MOTORS, Ltd.
ACROTT MOTORS, Ltd.—Preslector gear boxes, exchange and repairs—168, Fulham Rd., S.W.5, Kensington 7201. 13963

DAIMLER and Lanchester spares—Large stock of spares for most models, specialists in spares unit, alterations, etc. for bus and motor vehicles—H. F. Edwards, Victoria Rise, Clapham, S.W.4. Mayfair 4199 and 6252-5.

DELAGE
CHIFFIELD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.5. Delage 1950 fitted with very beautiful four-seater drophead coupe body by Quillier, Paris, one owner, radio, etc. negligible mileage. Property of film star, very fast—Fulham 0552 7257. 7154.

DELAGE De-75 sports 4-door saloon, fitted with electric gear box and telescopic shock absorbers, first registered October, 1950, which car completely reconditioned, finished in colour grey, with blue leather upholstery, undoubtedly the finest car of this type available to-day.
TORRY MOTORS, Recent Rd., Great Yarmouth, Tel. 2573-4. 15661

Delage Spares and Service
SELBORNE (MAYFAIR), Ltd.—Specialists for Gt. Britain, U.S.A., Brit. Empire. Rapid engine and body repairs, parts in stock—62, Park St., W.1. 10659

DELAGE
BARTLETT—Delafaire, first registered 1946, special Coupe des Alpes, just completely reconditioned mechanically, finished black with chrome waist line, attractive low built 2-door sports saloon, 10-18 mph, 90 to 100 mph, £1,150—27a, Pembroke Villas, W.11. 13979

Delage Spares and Service
SELBORNE—RAY TRADING, Specialists for Gt. Britain, U.S.A., Brit. Empire. Rapid engine and body repairs, parts in stock—62, Park St., W.1. 10660

D.K.W.
B. & M. GARAGES, Ltd. for super reconditioned D.K.W. cars and guaranteed spares; brand new crankshafts, sleeved cylinder blocks, 10-18 mph, both items on exchange basis, plus packing, etc. repairs and overhauls our speciality—B. & M. Garages, Ltd., 42a St. Michael's St., W.2. Paddington 0677. 15116

D.K.W. Spares and Service
NEW big ends and mains fitted to D.K.W. crankshafts.
C. F. SMITH & Co., 85-85, St. John's Hill Clapham Junction, Bat. 0571. 10096

DOODGE
695 4-door Dodge 1947 1615 cc. specially imported 4-door 6-cylinder station wagon, natural hardwood body, glass all round, removable rear seat, drop tailboard, rich-land drive, carefully checked, in excellent condition; terms, exchanges; list open 97 week-days—Saturdays—For full Smith, Hampton—Hampton (Hamstead Tube), Hampton 6041. 15394

Dodge Spares and Service
DOODGE specialists, repairs spares, exchange engines, 1946 Dodge Roadster, Tel. 50474. 37127. 10192

DOODGE specialists, repairs spares, exchange engines, 1946 Dodge Roadster, Tel. 50474. 37127. 10192

DOODGE specialists, repairs spares, exchange engines, 1946 Dodge Roadster, Tel. 50474. 37127. 10192

FIAT
1937 Fiat 500cc Cabriolet, reconditioned throughout, cost £250. 1551

500cc Fiat, very late 1936, reconditioned, all new spare parts, exceptionally clean car, taxed and insured, £395—6, and 8, Motors Park, 1644. 13614

FIAT 500 drop head 52, splendid condition throughout, 4700cc, A.A. inspection welcomed, £325—Bus 1076. 1551

W. RUSHMER, the Fiat specialist for rebuilt car models, fully guaranteed, present stock includes a 1946 drop head coupes—83, Holland Rd., W.11. Park 5781. 13725

1939 Fiat de luxe Cabriolet, completely rebuilt, newly reconditioned, and rechromed by us recently, very attractive colour scheme, duo black and silver grey, fitted radio, 8 drums, 1000 cc. engine, rubber mat, chrome covers, taxed, a super model, £425—V. W. Derrington, 159, London Rd. Kingston-on-Thames, Tel. 5621-2. 14114

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

FORD (V.8)

HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hildate 4444.

1949 Ford Pilot, black leather upholstery; choice of two, £1,095.

1948 Ford Pilot, colour black, chrome leather, five radio, mileage 19,000. £950.

HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hildate 4444.

CAR MART, Ltd.

1949 Ford Pilot, black leather, heater, 16,000 miles. £1,205. —Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. (4267)

SIMPSON'S MOTORS offer:—

1948 Ford American type, right hand drive, choice of four; for full list see under American Cars.

SIMPSON'S MOTORS (WEMBLEY, Ltd.), American Car Specialists, Wembley 3903. (1507)

CONTRON MOTORS offer:—

1936 Ford V.8 30hp, leather, excellent condition; £295.

MONTGOMERY MOTORS (N. H. Boswell), 91-7, Epping New Rd., Buzburth Hill, Essex. Bus. 1171-2.

PHILIP RICKARDS, Ltd. offer:—

1949 Ford Pilot, black brown leather, radio, heater, 11,000 miles. Brick St., Park Lane, London, W.1. Grosvenor 4772-3. (3475)

DAGENHAM MOTORS, Ltd., Ford main dealers.

1949 Ford Pilot, black, black, hide, radio, 8,900 miles.

1949 Ford Pilot, black, black, hide, radio, 9,500 miles.

56 Park Lane, W.1 (Recent 4866), and 374, Ealing New Rd., Apton, Middx. (Perivale 3584). (4041)

COOMBS & SONS (GUILDFORD), Ltd. offer:—

1936 Ford V.8 coupe; £325.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 6297-9. (3157)

IMPERIAL MOTOR MART, Cheltenham offer:—

1949 Ford Pilot (June), black brown leather, radio, heater, spotlight, finished extra upholstery and 10 superb road trials throughout, approx. 11,000 m.p.h. taxed, £1,125.—Imperial Motor Mart, Cheltenham 2062. (4116)

PERFORMANCE CARS—See our advertisement under Sports Cars.

1949 Ford Pilot, black leather, radio, one owner; £1,175.

GEORGE NEWMAN & Co., 369, Euston Rd., N.W.1. Euston 4466. (3972)

1949 Ford Pilot, leather, heater, 1 owner, excellent condition; £1,075.

JOHN WILSON AUTOS, Ltd., Sandstead Rd., South Croydon. Standard 4260. (1537)

AMERICAN FORD V.8 saloon, reg. 12.11.48. 10.10.10. radio and heater; £695.—Box 1167. (4012)

1949 Ford Pilot, saloon.—Autovox, Ltd., Winchester, Tel. W.n. heater 4854. 3406. (3492)

1948 (Age) Ford Pilot, saloon de luxe, leather, radio, heater, 1,000 miles, immaculate condition. £995.

MAYFAIR CARRIAGE CO., Ltd., The Hyde, Edgware Rd., N.W.3. Col. 8082. (1596)

GORDON CARS (LONDON), Ltd.—1950 Ford Pilot, saloon, green/awn leather, heater, radio, 5,000 miles only.—Bentley. (1596)

GORDON CARS (LONDON), Ltd.—1948 Ford Pilot, saloon, black brown leather, excellent condition.—Gordon House, 375, Euston Rd., N.W.1. Euston 6661. (4098)

1949 Ford Pilot, de luxe, finished in green with brown hide upholstery, radio and heater; £1,025, terms, exchanges.

MASON BROTHERS (MOTOR SHOWROOMS), 151-155, Finsbury Rd., off the Moor, Sheffield, S.1. Tel. 24667. Open week-ends. (1508)

FORD V.8 ex-Army model, 1941, normal car except flat radiator grill, good tyres, battery, etc., road-trip, spotlights, very fast, tax £10 year; £200.

S. L. POWER UNITS, Bowline Harour, Dunbartonshire. (3864)

1949 model Ford Pilot, black with brown leather, fitted radio and interior heater, low mileage, taxed December, indistinguishable from new; £1,050.

JOHN CAMPBELL MOTORS, 415, Holloway Rd., N.7. North 4441. (1592)

1950 Ford Pilot, saloon, radio and heater, 6,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tel. 5584. (1592)

1937 Ford V.8 30hp saloon, very clean, nice runner, just reconditioned throughout; £195.—Turner, 99-115, Clarence Rd., Clapton. Amherst 2000. (1251)

1948 (late) Ford Pilot, de luxe saloon, radio, heater, leather upholstery, 28,000 miles only; £625, terms and exchange; 12, Church St., Luton. Tel. 4212. (4175)

BRUTONS, Ltd. offer:—1937 Ford V.8 22hp, black, new lower covers, spare wheels, replacement parts, taxed good tyres; £295.—13-14, Olden Mews, Emperor's Gate, S.W.7. Western 1242. (1200)

1949 American V.8 Ford saloon, radio, heater, overalls, etc., beautiful condition, excellent condition throughout.—Sidney Marcus, Ltd., 35, Sloane St., S.W.1. Tel. Sloane 3557. 6970. (5282)

1949 Ford Pilot, saloon, black, brown leather, heater, 11,000 miles, replacement parts, new; £1,095, exchanges, deferred terms.—John S. Truscott, Ltd., 175, Westbourne Grove, W.11. Bay. 4275. (1507)

NAYLOR & ROOT, Ltd.—1939 Ford V.8 30hp 4-door, de luxe saloon, 1 very careful owner, black, upper 1000, new tyres, etc.; 3 months' guarantee; choice of 250 quality cars; demonstrations within 100 miles; terms available. 55, East Hill, W.18. Bath. 5272. Open 9-6 each week-day including Saturday. (2120)

FORD (V.8)

1937 Ford V.8 30hp saloon, reconditioned engine, reupholstered, new tyres, radio, etc. £1,270 cash or terms arranged.—C & S Motors, Ltd., Durlin Hill Lane, Neasden. Gladsstone 8605-6. (1764)

JOHN S. TRUSCOTT, Ltd.—currently require Ford Pilots.

EXCEPTIONAL prices offered for low-mileage really well-kept examples.—175, Westbourne Grove, W.11. Bay. 4274. (1571)

SIMPSON'S MOTORS (WEMBLEY, Ltd.) urgently require all model Ford V.8s. Wembley 3903. (1066)

ROWLAND SMITH'S, the Ford V.8 buyers.—Hamstead High St. (Hamstead Tube) Ham. 6041. (1936)

UTILITY—FORD OR OTHER BODIES

DICKS CAR SALES offer:—

1939 Ford 91A utility, official body full 8-seater; £495.—Bees.

1951 Ford utility, ex-Gov't, recent new engine, ready for hard work; £375.

DICKS CAR SALES, Ltd., 365-401, High Rd., Kilburn. Maida Vale 6889-9. (1803)

£295—1936 Ford 30hp V.8 utility.—Lawton-Goodman, 155, Cricklewood Broadway, N.W.2. Gladsstone 2226. (1604)

1939 Ford 10 4-door utility, excellent condition, all good tyres, new battery and taxed to Dec. £400.—2, King St., Wilton, Nr Salisbury. (5700)

QUICK RESULTS
TWICE!

Dr. F. W. SCHOFIELD OF DERBY

writes:

"It has happened twice I must comment.

A year ago you advertised my caravan; result, sold for my price same day, and my phone rang, on and off, for 8 days.

Last Friday, i.e. yesterday, you advertised my car. Three phoned that day and one called. To-day three more phoned and caller pays my price and drives car away, 9.30 p.m.

Your service is worth a lot of money to me and your charges ridiculous.

I am Yours. In stock of over 200

(Signed) F. W. Schofield.

265 m.s.—Ford V.8 1937 (registered 1939) 30hp 2-door, air, utility, grained timber body, glass all round, removable rear seats, very good drive, terms exchanges, list, open 9-7 week-days and Saturdays.—Rowland Smith, Hamstead (Hamstead Tube), Hamstead 6041. (1596)

FORD 1st reg. 1946 with 30hp V.8 engine (service F unit), Fram oil engine, new latest Solex carb, new 9.00x13 Dunlops, Dunlop seats, 4 doors, 6 seats, drop tail-board, sliding roof, towing hooks front and rear, first-class condition, 22 m.p.h., 70 m.p.h., all metal body. £575.—Morris, Ewell 5716. (1406)

Ford Utility Cars Wanted

FORD 8, 10 and 30hp utilities wanted from 1936

GEORGE NEWMAN & Co., 369 Euston Rd., London, N.W.1. Euston 4466. (3972)

ROWLAND SMITH'S the Ford utility buyers.—Hamstead High St. (Hamstead Tube), Hamstead 6041.

FORD MISCELLANEOUS

TANKARD & SMITH, Ltd. offer the choice of many Ford 8s and 10s from their vast stock of over 200 used cars, all subject to three months' written guarantee.—198 King's Rd., S.W.3. Tel. Fax. 4601-3. (10378)

Ford Miscellaneous Cars Wanted

ROWLAND SMITH'S, the Ford buyers.—Hamstead High St. (Hamstead Tube), Ham. 6041. (1936)

HAROLD PERRY, Ltd., main Ford dealers, Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hildate 4444. (1594)

WORKS wanted.—Smith's, 86, Chalk Farm Rd., N.W.1. UG. 2767. (10823)

URGENTLY required, Ford post-war models, in good condition.

CARRIS MOTORS, Ltd., Lewisham Bridge, S.E.13. Lee Green 8545. (1619)

ASB immediately for good Ford.—H. F. Edwards, 154, Gt. Fitzfield St., W.1. Langham 012. (1740)

BRITISH & COLONIAL MOTORS, Ltd. require good Ford cars.—Upper St. Martin's Lane, W.C.2. Tel. 5584. (1629)

Ford Miscellaneous Cars Wanted

APPROACH us first before disposing of your Ford car.—Tallard & Smith, Ltd., 194-198, Kings Rd., S.W.3. Fanning 4601-3. (1419)

COWLEY MOTORS are desirous of purchasing a number of pre- and post-war models, 4 to 32hp Ford cars, write, telephoning or calling.—Cowley Motors, 375, Cranbrook Road, Ilford, Essex. Tel. Valen line 1086. (1512)

Ford Spares and Service

NORMAND, Ltd.

THE best service only, highly skilled mechanics with efficient supervision.

NORMAND, Ltd., 402-9, King St., W.6. Riv. 3665. (16225)

F. H. PEACOCK, Ltd.

COMPREHENSIVE stock of spares for all Ford and Fordsons; Dagenham reconditioned engines, 8, 10, 30hp, always available from stock.

219—221, Balham High Rd., S.W.17. Tel. Balham 4301. Also at FORD RD., FROSTEN 51222. (10406)

ALLAN TAYLOR (MOTORS), Ltd.

HIGH ST., Wandsworth, S.W.18. (1561)

MAIN Ford dealers

LARGE stocks of genuine Ford parts.

VANDYKE 4435 (5 lines). (10514)

FRANK G. OATES, Ltd., High Rd., Woodford Green, Tel. Wandstead 2235. Main Ford dealers, service and all spares.

ALDARS MOTORS, Ltd., 45-45, Acre Lane, Linton, S.W.2 (Brixton 6451); main Ford dealers, service and all spares.

FORD Ford madquads, running boards, 1935-46.—Brooks, 5 and 6, Frederick Place, Brighton. Brighton 21147. (1564)

YOUR Ford car will be much improved in comfort and safety after fitting stainless to the front and rear springs, all models.—Slatford Products, Ltd., Station Parade, Cricklewood, N.W.2. Gladsstone 0570 (local).

Fraser Nash Cars Wanted

ROWLAND SMITH'S, the Fraser Nash buyers.—Hamstead High St. (Hamstead Tube), Ham. 6041.

CHRAIN Fraser Nash wanted any condition.—C. Arnold, 6 Homestead Way Northampton, Tel. 5001. (12004)

FRASER NASH-B.M.W.

BARTLETT—Fraser Nash-B.M.W. types 327, 526 and models.—27a, Pembridge Villas, W.11. (1508)

1937 Fraser Nash-B.M.W. 526 6 light saloon, in very good condition and now having a reconditioned engine fitted at Cross of Calverley, £850.—W. E. Sovereign, Ashton-under-Lyne, Tel. 2375. (14025)

225 m.s.—Fraser Nash-B.M.W. November 1937 2-litre type 45 saloon, maroon leather; terms exchanges; list, open 9-7 week-days and Saturdays.—Rowland Smith, Hamstead (Hamstead Tube), Hamstead 6041. (1507)

ROSE & YOUNG, Ltd. offer 1937 Fraser Nash-B.M.W. type 45 2-seater, exceptional condition, in and ivory with black leather; £565.—65-69, St. John's Street, Strand Hill, S.W.2 (1 minute Strand Hill Station). Tel. Hill 6864. (15004)

Fraser Nash-B.M.W. Cars Wanted

ROWLAND SMITH'S, the Fraser Nash-B.M.W. buyers.—Hamstead High St. (Hamstead Tube), Ham. 6041.

BARTLETT—we are very interested buyers of all Fraser Nash-B.M.W. models.—27a, Pembridge Villas, W.11. Bayswater 0541. (1508)

WANTED—1939 (or later) 528 Fraser Nash-B.M.W. saloon or 2-seater, must be in first-class condition, please state price required and where seen with parties of mechanical and body condition and number of previous owners to Box 1162. (15708)

HANSA

CLASS'S MOTOR MART—1949 Hansa 2000, reg. 1939, 4 door 4-door drop head saloon, speedo read 22,000 miles, written guarantee.—5, Warren St., W. Euston 5223. (14216)

HEALEY

BROOKLANDS for individuality.

HEALEY distributors for London and Home Counties.

DEMONSTRATION, early delivery of latest models.

CATALOGUES and details on request.

1950 Healey Silverstone sports 2-seater, speedometer reading 5,000, many extras.

1949 Healey Elliot saloon, small mileage, immaculate.

1949 Healey sports Roadster, black, small mileage.

1948 New Bond St., London, W.1. Mayfair 8551-6. (15905)

GOY SALMON AUTOMOBILES, Ltd. offer:—

1949 Healey Duncan drop head four-seater coupe, engine 14,000 miles, £1,150.—Portsmouth Rd. Thames Ditton, Esherbury 5551-2-3. (1769)

1948 (June) Elliott Healey 2-door saloon, blue with white leather, £1,750.—Jack Gliding & Co., Ltd., North Finchley, W.11. Mayfair 5242. (15470)

BARTLETT—Healey 1948 and 1947 Standard saloons, prices from £1,150; we are very interested buyers of all models.—27a, Pembridge Villas, W.11. (1563)

1950 Healey Silverstone, 5,000 miles; £1,175.—Clayton's Cars (London), Ltd., 337, Euston 4, London, N.W.1. Tel. Euston 5228 (5 lines). (16169)

TANKARD & SMITH, Ltd. offer 1948 Healey, fitted with most attractive sports 2-seater body in black, with red leather; coachwork and all-weather equipment in very good condition, mechanically faultless, very performer; £975. 3 months' written guarantee. Also 1949 standard used cars of all makes.—198, King's Rd., S.W.1. Tel. Fanning 4601-3. (1741)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

CHIPPSTEAD MOTORS LTD. 197, Fulham Rd., Kensington, London, S.W.3—Healey special streamlined 2-4-seater, fixed head coupe, cost £2,750 in January, 1949, one owner, 14,000 miles, terrific performance, bargain. Flaxman 0052, 7253 7154. (1979)

Healey Cars Wanted
PRIVATE buyer requires Healey roadster; please send full particulars. Box 1156. (5702)
HEALEY car wanted, condition immaterial. Coachcraft, Elm Rd., Evesham. Tel. 6539. (3712)
BAKITT—We are very interested buyers of all Healey models—276. Farnbridge Villas W.11, Bayswater 0523. (15087)

WANTED by private owner, B-type Healey standard roadster; a good price paid; must be a first-class car.—Bernhard, Broken Hill, Stratford, Leeds. (4192)

HILLMAN 10

NEWNHAMS, Ltd.
1947 Hillman Minx drop head coupe, grey with blue, excellent condition.
NEWNHAMS House, 255-7-9, Hammersmith Rd., London, W.6. Riverside 4646. (1810)

OVERSEAS CARS, Ltd.
1946 Hillman Minx estate car, grey, very good condition throughout, £275; for other overseas cars bargain see page 41 of April 20 issue. (1943)

OVERSEAS CARS, Ltd. 227, Brompton Rd., Knightsbridge, S. 8. Tel. Kensington 7475. (1563)

DICKS CAR SALES, Ltd.
1940 Hillman Minx 10hp saloon, carefully used, £250. (1894)

DICKS CAR SALES, Ltd. 385-401, High Rd., Kilburn, Middlesex. Tel. 2116. (1894)

WARWICK WRIGHT, Ltd. offer—
1949 Hillman Minx Mark IV saloon, pastel green, red leather, heater, 15,000 miles. (4171)

WARWICK WRIGHT, Ltd. 150, New Bond St., W.1. Mayfair 9761. (4171)

10hp Hillman Minx 1937, well maintained, blue, £325. (1943)

WADCOL MOTORS, 150-6, West End Lane, N.W.6. Hampstead 3177. (1942)

AUTOMOBILE & AIRCRAFT SERVICES, Ltd. offer—
1949 Hillman Minx Phase III saloon, grey, radio, 10,000 miles, £1,015. (1515)

MARLBOROUGH WORKS, Kenyon, Tel. Worsworth 5656 and 5658. (1506)

1949 Hillman Minx Mk. 3 saloon, 8,000 miles, £395. (1975)

GEORGE NEWMAN & Co. 369, Euston Rd., N.W.1. Euston 4466. (1975)

1941 Hillman Minx saloon, black blue leather, in good condition, 10,000 miles. (1503)

MAKIN & HARRISON (MOTORS), 492-6, High Rd., Chiswick, Chiswick 0556.2619. (1503)

HILLMAN 10 1940, reconditioned recently, black, mechanically sound interior. (1415)

LAWSON PIGOTT MOTORS LTD. (Vaughan Dealers), 320, King St., Hammersmith, W.6. Tel. Riverside 111 and 186. East Barnet Rd., New Barnet. (1744)

1944 Hillman Minx saloon of "use, low mileage, 1947, immaculate, guaranteed, £750. (1979)

G. THOMAS 710, 241, Weston Park, Kingston-on-Thames. (1415)

1950 Mar. Hillman Minx Mark IV saloon, blue, 6,000 miles, immaculate, £1,125. (14203)

PHENIX MOTOR CO. (GENTRY), Ltd., Phoenix House, High St., Epsom, Surrey. Tel. Vianant 121 (6 lines). (14203)

1948 Hillman Minx Phase II four-seater drop head coupe, good condition, £475. (1597)

MAYFAIR CARRIAGE CO., Ltd. The Hyde, Edgware Rd., N.W.9. Col. 6062. (1597)

1939 Hillman 10hp drop head coupe, recon. eng., new hood, £385.—Waltham St 5140. (1534)

38 and 39 Hillman 10 saloons, choice of three from £295.—A.Z. Motors, Palmerston Rd., N.W.6. May 271. (1534)

1948 Hillman Minx Utility Phase II estate car, grey, with brown upholstery, 16,000 miles; recon. eng. (1217)

1950 Hillman Minx Phase IV saloon, grey, with red leather upholstery, 4,000 miles, £1,095. (14203)

H. NORTH FINCHER 1100 rds north of Tolly Hol Corner, Hillside 9024. (14203)

3350—Hillman 10 1938 4-door, leather interior, exceptional condition, 800 rds; may have. (14203)

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. Open Mon. to Sat. 9-6. (30 rds Holland Park Tube.) (1568)

1949 November 1948 Hillman Phase III saloon, beige, in excellent condition throughout, £1,065. (1568)

1938 Hillman 10, black, in good order, £395. (1568)

WEMBLEY COURT MOTORS, High Rd., Wembley, Arnold 3241-2. (1512)

1500s—1934 Hillman Minx saloon, new tyres.—Monahan Motors, 594, London Rd., Thornton Heath 5061. (1217)

1946 Hillman Minx saloon, cream, reconditioned engine, all leather upholstery; car reconditioned, £375. (1568)

1938 Hillman Minx saloon, black, sunbrite roof, in splendid condition throughout, £415. (1568)

FERRARIS OF CRICKLEWOOD, Ltd. 200-220, Cricklewood Broadway, N.W.2. G.A. 2234. (3161)

1939 Hillman Minx 4-door de luxe sun saloon, colour black with blue leather upholstery, a bargain, 3490s. (1568)

RAYMOND WAY OF KILBURN, Hire Purchase Specialists, has 200 good hard cars under £400.—Maida Vale 6044. (1568)

1947 Hillman Minx saloon, black, cloth upholstery, heater, radio, 2575, Macclosland. (1507)

Leak Rd. London Staffs. (1507)

L. F. DOVE offer—1948 Hillman Minx, overhauled, excellent condition, £395.—69, Broadway, Wimbleson, S.W.18. Liberty 4595. (1430)

1948 Phase II Hillman Minx saloon, grey, low mileage, splendid condition, £795.—Holbrook Motor Co., Ltd. Richmond 4014. (1561)

1948 (April) Phase II Hillman Minx drop head coupe, black with brown leather, 13,000 miles, fitted heater, excellent condition, £250. (1561)

R. E. W. 15, Tel. 581. (4156)

1937 Hillman 21hp tourer, sea grey, extra seat condition, taxed, tyres perfect.—Macmillan, Hogate Farm, North Waltham, Norfolk. Tel. 176. (3555)

GOLDERS GREEN—H. A. Saunders, Ltd.—1948 Hillman Minx Phase II saloon, one owner, guaranteed, 144, Golders Green Rd., Sec. 0011. Open 9 a.m.—9 p.m. (1974)

7000 miles—1950 (March) Hillman Mark IV saloon, black, left-hand drive.—Ernest Sutton, Cleve Hill 95 (Cheltenham). (Trade enquiries only please.) (1971)

£445—1958 Hillman Minx, black, green leather upholstery, small mileage, original condition, fitted with radio.—G. S. Hall, 502, King St., W.6. Riverside 2881. (1967)

1948 Phase II Hillman Minx coupe, black with brown upholstery, very clean, accept £795.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6077-8. (1973)

1946 Hillman Minx sun roof saloon, black, brown leather upholstery, excellent condition, £550.—Turner, 99-115, Clarence Rd., Clapton E.5. Amhurst 2000. (15250)

1950 Hillman Minx Phase IV saloon, black, leather upholstery, heater, 4,000 miles, one owner.—Ripco, Ltd., 16, Albemarle St., Mayfair. W.1. Regent 2552 5-4. (1561)

1949 Phase IV Minx saloon, black, red leather, 6,000 miles, radio, mirrors, overriders, Rimselbush, main, leathered, £1,060.—Edgar, Sloane 2000. (1973)

£395—1938-9 Hillman Minx 4-door de luxe Ltd., 20, Balm Road, S.W.12 100 yds Clapham South Tube. Batt. 1107-8-9. (15728)

1948 Hillman Minx drop head coupe, grey, blue leather, low mileage, £250.—Hendon Central Garage, Ltd., 44-46, Watford Way, Hendon Central, N.W.4. Tel. Hendon 1423-4. (1576)

1938 Hillman Minx saloon, original Hillman duracandy red with red leather interior, engine overhauled January 1951, new mats, all chrome re-upholstered, axle, gear box, brakes and steering faultless. (1561)

MAGDALEN MOTORS, 811, Trinity Rd., Wandsworth Common, Battersea 5575. (4107)

1950 Hillman Minx, green, red leather interior, 5,000 miles, £1,195; part exchanges; deferred monthly payments; written guarantee.—Chain Garage, Ltd., Hanger Lane, Western Avenue, Ealing, W.5. Perivale 4404-5. (1419)

1947 Hillman Minx saloon, grey with blue upholstery, 17,000 miles only, radio, twin Wind-over, some disc, immaculate, written guarantee.—S. Morris Co., 25-51, Edgware Rd., London, W.2. Tel. 2400. (1569)

TANKARD & SMITH, Ltd. offer 1939 Hillman Minx 10hp saloon de luxe, finished in black, with red leather upholstery, very clean throughout, £425; 18 months' written guarantee.—97, Peckham Rd., S.E.15. (1561)

NAYLOR & ROOT, Ltd.—1948 Hillman Minx drop head coupe, black, brown leather, unblemished condition throughout, 18 months' written guarantee, choice of 250 quality cars, demonstrations within 100 miles; terms available.—25, East Hill, S.W.18. Batt. 5272. Open 9-6 each week-day, including Saturday. (1569)

1938 Hillman 14 saloon, engine overhauled, re-upholstered, good tyres, £325. (15036)

MAKIN & HARRISON (MOTORS), 492-6, High Rd., Chiswick, Chiswick 0556.2619. (15036)

A & S LIMOUSINE De Luxe 1938 21hp, partition, widest occasional, meticulously maintained, private, certified mechanically. (1561)

L. F. & SANDERS (100 Limousines: Lists posted), A Providence Court, Grosvenor Square, Mayfair-2941. (15355)

HILLMAN MISCELLANEOUS
TANKARD & SMITH, Ltd. offer the choice of many Hillman Minx and 10hp saloons, all with cash stock of over 200 used cars, all subject to 3 months' written guarantee.—198, King's Rd. S.W.3. Tel. Flax 4601-3. (1561)

Hillman Cars Wanted
ROWLAND SMITH'S, the Hillman buyers.—Hampstead High St. (Hampstead Tube). Ham. 5041. (1561)

ROOTS, Ltd.
DISTRIBUTORS.
REQUIRE modern low-mileage Hillman cars. (1561)

BIRMINGHAM—Low Mileage Sales, (Central 8411.) (1561)

MANCHESTER—129, Deansgate. (Blackfriars 6677.) (1561)

MAIDSTONE—(Maidstone 3535.) (1561)

CANTERBURY—(Canterbury 3232.) (1561)

ROCHESTER—(Chatham 2231.) (1561)

WROTHAM Heath—(Borough Green 4.) (1561)

ROOTS, Ltd. Devonshire House, Piccadilly, W.1. Tel. Grosvenor 401. (10108)

ALMOST new Minx required: cash payment, 25, Morley, 24, Streatham Hill, S.W.2. Tube 3111. (1058)

Hillman Cars Wanted
I NEED post-war Hillman immediately, 30, Riverbank Rd., S.W.16. Tube Hill 2769 (day). (10739)

CASH buyers of low mileage Hillman Minxes, distance no object.—Hutton's Lord St., South Kensington 2268. (0792)

ALBONS of Barking purchase for cash post-war Hillman cars.—105-7, Longbridge Rd., Barking, Tel. Rupleway 1265. (0436)

BIRMINGHAM and Midlands—Low-mileage Hillman modern cars required by George Heath, Ltd., 189, 184, Newhall St., Birmingham, and Lower Temple St., Birmingham. (0556)

RAYMOND WAY, the hire-purchase specialists, are still buying Hillmans and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). (1082)

NOTTINGHAMSHIRE distributors, Humber, Hillman, always prepared to purchase first-class condition recent models Hillman saloon and coupes.—R. C. Cline & Co., Ltd., Parliament St., Nottingham. Tel. 46381. (0552)

Hillman Spares and Service
NORTH London.
ROBERT CHIDLEY, Ltd. (Main Dealers), 650, High Rd., Tottenham, N.17. Tel. Tottenham 250. Factory recon. engines, axles and gear boxes; all spares for Hillman from 1946 onwards, specialists tools, workshop, breakdown service and information available. (10156)

NORMAND, Ltd.
THE best service only, highly skilled mechanics with efficient supervision.
NORMAND, Ltd., 305-9, King St., W.6. Riv. 5065. (10224)

NORTH and Central London.
CATTERMOLES (GARAGES), Ltd., for Hillman, spares, sales and service.—56-59, Pentonville Rd., N.1. Terminus 1001-7. (0564)

LONDON & COUNTIES MOTOR MART, Ltd.
HILLMAN repair specialist (30 years), well-equipped works specialists, reholing and complete overhauls, spare parts stocked.—77-91, Kings Rd., Fulham, S.W.4. Remov 1183. (0676)

CARRIS MOTORS for Hillman spares and service.—Leishman Brides, S.E.15. (1561)

FOR Hillman 1936-46 midgears, running boards.—Brooks & Co., 6 Frederick Place, Brighton, Brighton 1147. (1489)

Miscellaneous Spares and Service
HISPANO spares and all repairs.—G. Brand 47, Tavistock Rd., Croydon, Croy. 1742. (1017)

HOTCHKISS
HAROLD RADFORD & Co., Ltd.
SOLE concessionaires.
1939 Hotchkiss 12-14hp Paris-Nice drop head, one owner.
SALERS and service. (15524)

HAROLD RADFORD & Co., Ltd. Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). (18187)

3-litre Hotchkiss Calours saloon, 1935, 4-door stream-line, showroom condition, nearest £3,500. (15152)

CHIPPSTEAD MOTORS, 197, Fulham Rd., Kensington, S.W.3, are keen buyers of late models. Flaxman 0952. (1042)

Hotchkiss Spares and Service
HOTCHKISS spares and service.—Harold Radford & Co., Ltd., sole concessionaires for Great Britain and Northern Ireland. Spares and service for Hotchkiss cars available at Melton Court, South Kensington (Tel. Kensington 6642 (5 lines)). (0513)

HAROLD RADFORD & Co., Ltd.
SOLE distributors for London and Home Counties. S offer—
NEW and unused H.R.G. cars available for immediate delivery.
1947 (Sept.) H.R.G. 1500 sports 2-seater, 16,000 miles, special body by Mayfair.
HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). (15524)

1947 H.R.G. sports 2-seater, colour blue, 6050.—John Whalley, Ltd., London Rd., Bishopton, Stafford. Tel. 188 and 184. (1565)

1947 H.R.G. 1100, slomph, 35mpg, green, Dunlop, 1000 rds and extras, 6000 or nearer.—R. Robinson, 387, Brecon Ave., Clapham, Tel. 6113. (10550)

ROBE & YOUNG, Ltd. offer 1948 H.R.G. 1500 2-seater, low mileage, excellent car, black with beige leather, £765.—65-69, St. John's Rd., Streatham Hill 6644. (1 minute Streatham Hill Station). Tube Hill 6644. (1561)

H.R.G. Spares and Service
CHARLES FOLLETT, Ltd., have a large stock of spares.
SHOWROOMS: 18, Berkeley St., W.1. May. 6266. (1577)

SPARE parts.
SERVICE: 12, Wellesley Ave., W.6. Riv. 1413. (10594)

HUDSON
HUDSON Terraplane 17hp 1936 saloon, radio, Wind-over, etc., good condition, spare engine minus head, £245.—Box 1120. (1577)

1938 Hudson 22hp saloon, exceptionally fine condition throughout, £450 or terms.—Robin Wood Motor Works, Central Place, E.19. Sodenham 6500. (14404)

1946 (registered) Hudson 17hp 4-door saloon, steering gear change, remarkable opportunity, £500; also 1938 17hp drop head four-seater, £395.—A.Z. Motors, Palmerston Rd., N.W.6. Mai. 4721. (15752)

Hudson Cars Wanted
SIMPSON'S MOTOR WORKS, Ltd., wish to purchase all models Hudson. Wembley 3903. (1061)

HUDSON 1939-40 17hp saloon, recently wanted for special client.—Dicks Car Sales, Ltd., 381, High Rd., Kilburn, Maida Vale 688-9. (8405)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

SPINKS (TWICKENHAM), Ltd., the Hudson dealers for Hudson reconditioned engines, spares and service. Quiet chassis number—45-191, Heath Rd., Twickenham. Tel. Popesgrove 1035-67. Telegrams: Spinks, Twickenham. (3568)

CAR MART, Ltd.

1949 Humber Hawk saloon, heater, 5,000 miles; £1,725. (3975)
1948 Humber Super Snipe saloon, 16,000 miles; £1,575. Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1012. (4009)

TRISTRAMS, Ltd.

HUMBER Pullman enclosed limousine 1949 series with fast-forward occasional seats, radio and heater equipment, mileage 16,000, one owner, automatic steering, steering column gear control, built-in jump, 4, exterior paint, finished all black, front seats leather, rear compartment with upholstery, offered at pre-Budget valuation, £1,750—Tristrams, Ltd., Chester, Tel. 2562. (3595)

TOM GARNER, Ltd., offer:—

1950 Humber Imperial (7-passenger) saloon, green with brown upholstery, 9,000 miles.
TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6. (3508)

BROOKLANDS for individuality.

1950 Humber Super Snipe saloon, black, speedometer reading 4,000 miles.
103 New Bond St., London, W.1. Mayfair 8351-6. (3586)

WARWICK WRIGHT, Ltd., offer:—

1950 Humber Imperial 27hp saloon, maroon, beige leather, 5,000 miles.
1950 Humber Super Snipe 27hp saloon, black, brown leather, 4,000 miles.
1949 Humber Super Snipe 27hp Tickford drop head coupe, finished all black, grey leather, radio and heater, 14,000 m. (3595)

1949 Humber Hawk saloon, quartz blue, fawn leather and cloth, 10,000 miles.
1948 Humber Super Snipe 27hp saloon, gunmetal grey, grey leather, 11,000 miles.
1948 Humber Hawk 14hp saloon, black, crown leather, 12,000 miles.
WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. (4170)

1946 Humber Hawk 14hp saloon, heater, £650.
GEORGE NEWMAN & Co., 369, Euston Rd., N.W.1. Euston 4466. (3975)

1948 Humber Hawk, grey, low mileage, beautiful condition; £1,095.
BRIDGE MOTORS, Church St., Rickmansworth, Tel. Rickmansworth 2562. (3665)

1945 Humber 18hp saloon, colour black, brown leather, excellent condition, £450.
PARSONS & PARSONS (GARAGES), Ltd., Potter St., Harlow. Potter Street 121. (1748)

1949 (Nov.) Humber Hawk saloon Mark 3, green, lower leather, sliding head, 9,000 miles only, taxed Dec. 31, 1950. (3975)

1949 (Aug.) Humber Hawk saloon Mark 3, bronze, rev. sliding head, heater, 10,000 miles only, £1,495, trade enquiries welcome.
McKINNON MOTORS, Ltd., Langham House, 3, Stafford Rd., Watlington, Oxford. (3576)

1948 (Nov.) Humber Hawk saloon Mark 3, green, lower leather, sliding head, 9,000 miles only, taxed Dec. 31, 1950. (3975)

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595 ens.—1940 Humber 10-shp 4-door sun saloon superiorly equipped, one owner, immaculate condition, 2210 deposit—George Clarke (Motors), Ltd., 278, Brixton Hill, S.W.2. Tulse Hill 5211. (3919)

1936 Humber Pullman 7-passenger limousine, beige leather upholstery, very clean and mechanically good car, £475—Victory Garage, Primrose Gardens, Hampstead, N.W.3. Tel. Primrose 2342. (3665)

1950 Humber Hawk, black with brown leather interior, 5,000 miles, £1,675, part exchange; deferred terms, 3 months' written guarantee—Chain Garage, Ltd., Hunger Lane, Wotton Avenue, Ealing, W.5. Perivale 4204 S. (4140)

1939 Humber Imperial, fit & semi razor-edge usual and rare, motor car has the appearance and performance of a £1,500 car, fitted heater, wireless, etc. genuine magnificent motor car in original condition; 3 months' guarantee, hire purchase, exchangers.
LAMBS OF WOOD GREEN, Finchley Showrooms, 421, Habb Rd., Finchley, N.12. Pin 6221. (3634)

TANKARD & SMITH, Ltd., offer 1938 Humber Super Snipe in black, with beige leather, coachwork and interior in beautiful condition, mechanically above average. Would make ideal hire car, £475, 3 months' written guarantee, 3,500 guaranteed used cars of all makes.—198, King's Rd., S.W.1. Tel. Faxonham 4801-3. (3525)

A & S LIMOUSINES 1949 (Phaon-II) partition, de luxe, 12 seats, 12,000 miles, black, small mileage, 1949, £1,250.
L & P & SAUNDERS (100 Limousines: Lists posted), Providence Court, Grosvenor Square, Mayfair. (3536)

Humber Cars Wanted

R. ROOTER, Ltd.,

DISTRIBUTORS,

REQUIRE modern low-mileage Humber cars.

BIRMINGHAM—Lower Temple St. (Central 8411).

MANCHESTER—129, Deansgate. (Blackfriars 0677).

MAIDSTONE—(Maidstone 5353).

CANTERBURY—(Canterbury 3252).

ROCHESTER—(Chatham 2251).

WROTHAM Heath—(Borough Green 4).

ROOTES, Ltd., Devonshire House, Piccadilly, W.1. Grosvenor 5401. (60106)

DOWNLAND SMITH'S, the Humber buyers—Hamstead High St. (Hamstead 106).

I NEED post-war Humber immediately—Portune 17, Astwood Mews, 8 W.7. Tulse Hill 1208 (day). (9750)

CASH buyers of low mileage Humber Hawks, distance no object—Haltens, Lord St. Southampton Tel. 2268. (10795)

BRITISH & COLONIAL MOTORS, Ltd., require good Humber cars—Upper St. Martin's Lane, W.C.2. Tem. 3598. (3628)

BIRMINGHAM AND Midlands—Low mileage Humber cars required by George Heath, Ltd., 180-181, Newhall St., Birmingham and Lower Temple St. Birmingham 2. (0966)

CRIPPS, of Nottingham, urgently require all types of Humber cars, recent models, send full particulars—R. Cripps & Co., Ltd., The Humber Distributors, 10, Monument St. Nottingham. Tel. 46501. (1055)

Humber Spares and Service

DE NORMANVILLE, engineers—H. & A. Engineering, 33, Grant Rd., Ascot, Bucks. 2931. (4160)

THE Humber Specialists for all spares—Ring Upduns 3637. See advert. under Parts & Accessories

JAGUAR

HENLYS, Ltd.

ENGLAND'S Largest Jaguar Distributors

SELECTION of all models at attractive prices

DEVONSHIRE HOUSE, Piccadilly, W.1 (Grosvenor 5401)

HENLYS, House, 865, Euston Rd., N.W.1. (Euston 4444)

DEPOTS at:—

MANCHESTER (Blackfriars 7643)

Bristol (Bristol 21526)

Bournemouth (Bournemouth 6514)

NORTHAMPTON (Northampton 907)

CAMBERLEY (Camberley 77)

STREATHAM (Streatham 7751)

HOUNSLOW (Hounslow 2454)

FINCHLEY (Finchley 3081)

GREAT WEST RD. (Ealing 8477) Official Jaguar Service Station.

CAMDEN TOWN SERVICE STATION (Guliver 4141)

HENLYS, Ltd., England's Leading Motor Agents

CAR MART, Ltd.

1947-8 Jaguar 1½-litre saloon, radio, 23,000 miles; £1,200.

1950 Jaguar Mark V 2½-litre saloon, 7,000 miles; £2,450. Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 5434. (4070)

WADDINGTON MOTORS, Ltd., offer:—

1937 1½-litre Jaguar saloon, taxed year, many extras, this car may be seen, £325. Portune Green Rd., N.W.6. Ham. 221. (502)

JAGUAR

DICKES CAR SALES offer:—

1938 S.S. 100 3½-litre 2-seater, highly tuned, enthusiast's car, £525—below.

1937 S.S. 100 2½-litre 2-seater; very fast, special body, £450.

DICKES CAR SALES, Ltd., 385-401, High Rd., Kilburn, Middlesex Vale 588-9. (2114)

TOM GARNER, Ltd., offer:—

1950 Jaguar 3½-litre Mark V saloon, black with brown leather, 5,000 miles.

TOM GARNER, Ltd., 19-12, Peter St., Manchester, 2. Blackfriars 9265-6. (3903)

HAROLD RADFORD & Co., Ltd.

1939 1½-litre Jaguar drop head coupe, re-planned engine, in excellent condition throughout.

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.1. Tel. Kensington 13 1081. (3563)

WARWICK WRIGHT, Ltd., offer:—

1949 Jaguar 2½-litre saloon, dove grey, suede green interior, 9,000 miles.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. (3255)

GUY SALMON AUTOMOBILES, Ltd., offer:—

1948 Jaguar 3½-litre saloon, metallic grey, red leather, H.V. 2, 1948, 1949—Portsmouth Rd., Thames Ditton, Esher, Surrey 5551-2-5. (3245)

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1950 Jaguar Mark V 3½-litre saloon, black with brown leather, 12,000 miles, £2,100.

1947 1½-litre Jaguar saloon, special equipment, radio, 19,000 miles; £1,150.

1950 Jaguar Mark V, grey and brown, 3,000 miles; £2,450.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford, Guildford 6595-9. (316)

CLAND & TABOR, Ltd., Weymouth 481, offer with a three months' guarantee:—

1947 Jaguar 100 3½-litre Competition 2-seater, £10 test, most attractive car, 100% competition throughout with a performance equal to almost any other sports car, excellent history, £295.

1950 Jaguar Mark V 2½-litre saloon, black, brown hide, speedo, 6,000 miles, immaculate, £2,000.

1938 Jaguar 3½-litre d. h. coupe, chassis first class, body sound (choice of two from £292, excellent order throughout).

£175—1939 3½-litre Jaguar drop head coupe in excellent order throughout.

BRIAN PINGLASS, Bugatti Sales & Service, 2, Peveril bridge Mews, Baywater, W.11. Baywater 5751. After 6, Tulse Hill 4755. (1227)

GORDON CARS (LONDON), Ltd.—1950 Jaguar 2½-litre Mark V saloon, grey—below.

GORDON CARS (LONDON), Ltd.—1949 Jaguar 3½-litre saloon, green—below.

GORDON CARS (LONDON), Ltd.—1948 Jaguar 3½-litre saloon, black—below.

GORDON CARS (LONDON), Ltd.—1948 Jaguar 3½-litre saloon, black—below.

GORDON CARS (LONDON), Ltd.—1947 Jaguar 3½-litre saloon, black—below.

GORDON CARS (LONDON), Ltd.—1947 Jaguar 3½-litre saloon, black—below.

GORD

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

JAGUAR
 NO Budget increase here: 1946-7 Jaguar 1½-litre, one private owner, voice maintained, £255. Rovers Auto-mobles, Ltd., 127, Parkway, N.W.1, Euston 2700. [3272]

1947 Jaguar 3½-litre saloon, black, brown leather, heater, small mileage, one owner. Roper, 14, Albemarle St., Mayfair, W.1. Recent 2952-C. [3639]

1950 Jaguar Mark V 3½-litre saloon, black, black hide, much recent low mileage car; exchanges and terms. Swannons Car Sales, 1176, Churchyard Rd., Roseville, Tel. Southbourne 1022. [5500]

1947 Jaguar 3½-litre saloon, suede green with green leather upholstery, one owner, nominal mileage, overhauled, guaranteed. S. Morris & Co., 29-31, Edgware Rd., London, W.2. Tel. Puddington 5075-6. [3691]

ROSE & YOUNG, Ltd., offer 1949 Jaguar Mark V saloon, immaculate condition, small mileage, black with pinkish upholstery; £1,865—£5-0-0, Stenfold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tel. Hill 6464. [3007]

1946 3½-litre Jaguar 4-door de luxe saloon, special fittings, 16,000 miles, silver with green leather and heater. Ave disc, etc. batman, £1,075, terms, exch. Swannons Garage, 61, Albert Embankment, S.E.11. Reliance 5016. [3619]

3955—Jaguar 1950 3½-litre 4-door saloon, black, sliding head, leather upholstery, very good condition, terms, exch. 1947-8, 1948-9, 1949-50, and Saturdays. Rowland Smith, Hampstead, (Hampstead Tube). [3641]

1938 Jaguar 3½-litre drop head coupe, completely overhauled in every respect, finished grey & blue upholstery, and fully guaranteed; £775, a similar saloon, 2½-litre, available. Patties Service Garage London Rd., Guildford 5266. [3574]

1950 (March) Jaguar Mark V 2½-litre saloon, in green leather, silver with a sliding head, equipped heater, radio, loose covers, undermarked, superlative condition, written guarantee, terms, exch. H. F. Edwards, 124, 125, Tottenham Rd., W.1. Lambham 0012. [3731]

1947 3½-litre Jaguar, 21,000 miles, radio, heater, commencing in green leather, silver with a sliding head, recently deacidized and brakes refitted, radiator most excellent, over 2000 miles, £1,175. Cochrane, St. Albans, Northampton, Sussex, or ring Northampton 2145, or Chatham 5221, ext. 225. [4186]

1948 (Oct) Jaguar 1½-litre saloon, S.E. model, in green leather, loose covers, Ave disc, radio, etc., one owner, guaranteed 14,000 miles, looks 7,000 miles, as new, £1,275. Gibbons Sports Cars (Churchill) Ltd., Lechliffe Rd., Church-hurst, Hants. Tel. 1681. [3591]

TANKARD & SMITH, Ltd., offer 1946 Jaguar 3½-litre saloon, in polychrome silver with dark green leather upholstery, coachwork and interior unmarked, moderate mileage only, a beautiful car; £1,075. Monthly written guarantee, also 200 guaranteed used cars of all makes—196, Kings Rd., S.W.3. Tel. Finsbury 4601-5. [3423]

Jaguar Cars Wanted

HENLYS, Ltd.

ENGLAND'S Largest Jaguar Distributors.

DEVONSHIRE HOUSE, Piccadilly W.1. (Govswood 2297).

HENLYS HOUSE, 365, Euston Rd., N.W.1. (Euston 4444).

BEAT West Road (Ealing 3477). Official Jaguar Service Station.

CANDLER TOWN SERVICE STATION (Gallivier 4141).

ANCHESTER—1-5, Peter St. (Blackfriars 7845).

HENLYS Ltd., England's Leading Motor Agents. [0928]

ROWLAND SMITH'S, the Jaguar buyers—Hampstead High St. (Hampstead Tube). Ham. 6041.

COOMBS & SONS (GUILDFORD), Ltd. [3548]

URGENTLY wanted, good condition, post-war Jaguar cars, offer appreciated—Portsmouth Rd., Guildford. Tel. 52507. [0243]

SAUL & SLATTER, Ltd., 44-46, Aldermans Hill, N.15, Euston 1212. [3727]

MAIN dealers, urgently require modern Jaguar cars.—Telephone Palmers Green 1205 7175. [3727]

CASH immediately for good Jaguar.—H. F. Edwards, 28, Upper High St., Epsom 9400. [3746]

WEMBLEY COURT MOTORS, Jaguar main dealers, 1947-8, 1949-50, and Saturdays. [3641]

WEMBLEY COURT MOTORS, High Rd., Wembley, W. Arnold 5221-2. [3261]

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all modern Jaguars. Wemley 5923. [3691]

MARTON MOTOR Co. Ltd., for your Jaguar.—Tel. Sta. 8090, Seven Sisters Rd., Tottenham, N.15. [3696]

CASH buyers of low mileage 1½-litre Jaguars, distance no object.—Hattisons, Lord St., Southampton, Tel. 2256. [0794]

BATHURST & COLONIAL MOTORS, Ltd., require good Jaguar cars.—Upper St. Martin's Lane, W.C.2. Tem. 5588. [3628]

A.L. Models Jaguar from 1936 urgently required.—A. Beadmore Service, Ltd., 26, Queensway, Bayswater 0136. [5210]

PRIVATE buyer wants Jaguar special equipment saloon, 1½, 2½ or 3½, 1946-7 or 8.—Jones, 15, Drott Rd., Birmingham 15. [3696]

ROSE & YOUNG, Ltd.—Mark V Jaguar urgently required—£5-0-0, Stenfold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tel. Hill 6464. [3681]

1946-8 Jaguar 1½-litre saloon urgently required, in good condition.—R. R. Inwards, Ltd., Main Dealers for West Midlands, High Street, Burslem, Staffs 5055-4-5. [0486]

Jaguar Spares and Service

HENLYS, Ltd.

ENGLAND'S Largest Jaguar Service Station.

GREAT WEST ROAD, Brentford (Ealing 5477).

SPARES and replacement engines for all models.

AND at Manchester, Chetham Hill Rd., Deansgate 5216-7. [0663]

SAUL & SLATTER, Ltd., 44-46, Aldermans Hill, N.15, Euston 1212. [3727]

FULL stock of spares; Jaguar repairs and maintenance. Service Station, Green Lanes, N.13. Palmers Green 1205 7175. [3729]

DEERLETT MOTORS, Ltd., main dealers for Bucking-hamshire, Jaguar spares, replacements units and repairs facilities. Bath 7780. Slough, Tel. 22394. [0430]

R. P. POWELL (MOTORS), Ltd., East London distributors for Jaguar cars, sales, service and spares. Romford Rd., Forest Gate, E.7. Maryland 4818-9. [3621]

WEMBLEY COURT MOTORS SERVICE STATION—Comprehensive range of all Jaguar spares in stock; specialist service and maintenance for Jaguar cars. Wembley Court Motors Service Station, Furfy Avenue, Wembley. Arnold 1154-5. [3719]

JEEP

1950 (first run) Jeeps, all types, spares.—Davies & Groves, 1-5, Dunset Close, N.W.1. Tel. 6501-2. [0619]

REGISTERED 1947 Jeep Ford, complete, guaranteed. £245; payments.—Oldfield, 4, Russell Gdns, Mexx Kensington, Park 7780. [3677]

JEES—Britain's leading Jeep specialists, all spares in stock; prompt despatch; rebuilt Jeeps; detach-able body; utilities; 24-hour service. [3485]

MOTORCRAFT GARAGES, Station Approach, Gun-bersbury, W.4. Chiswick 3013, 0621. [0641]

JEES, right or left hand, range of bodywork, private or commercial. 28-30, The Grove, High Wycombe, Bucks. [04718]

JEES, 4 by 4 standard Army type, 4x4, original, as new; jeeps sent on request.—Grant Motors, 122, The Avenue, London, N.W.1. Tel. Willesden 0119. [3677]

HAVE you seen Metamex's made-to-measure Jeep conversions? 6 months' guarantee, over 2000; optional commercial registration—1000, Belsize, N.W.3. [0534]

AUTOWORK (WINCHESTER), Ltd., principal Jeep specialists, large stock many reconstructions, chassis utilities; trailers, spares and exchange units.—Station Hill, Winchester. Tel. Winchester 4854, 5406. [3778]

UNIVERSAL CAR DISTRIBUTORS (LONDON), Ltd., Jeep spare parts, home and export; all accessories stocked; exchange plan, engine, seat box, water pump, etc., new, hoods, basket seats, brake linings, etc., etc., 181-185, High Rd., Chiswick, London, W.4. Chiswick 1919. [0083]

245—Jeep Utility (Willys), registered July, 1946, fitted 4-door 6-cylinder timber body, also all round, drop tail-board, removable rear bench, spare wheel, good condition; terms, exch. 1947-8, 1948-9, 1949-50, and Saturdays. Rowland Smith, Hampstead, (Hampstead Tube). [3641]

Jeeps Wanted

ROWLAND SMITH'S, the Jeep buyers—Hampstead High St. (Hampstead Tube). Ham. 6041. [0534]

100% Jeep firm, all spares by return, or offer Autos (see under Jeeps). [3485]

METAMEX for all Jeeps, spares, exchange unit service; expert Jeep repairs; to order spares phone hampstead 6231—1000, Belsize Lane, N.W.3. [2412]

AUTOWORK (WINCHESTER), Ltd., principal Jeep specialists, all spares and exchange units, Jeeps and trailers. Station Hill, Winchester. Tel. Winchester 4854, 5406. [3778]

JOWETT

1949 Jowett Javelin saloon, 9,000 miles, £1,200.—Car Mart, Ltd., 520, Euston Rd., N.W.1. Euston 1212. [1400]

1939 Jowett 8hp saloon, £395.—Pink 90, Pevensey Rd., Forest Gate. [5823]

1949 Jowett Javelin saloon, 4-door, Autowork Winchester. Tel. Winchester 4854, 5406. [3485]

1939 Jowett 8 4-door saloon, taxed year, excellent condition, nearest 1400.—Tel. Sheffield. [4000A]

1949 Jowett Javelin saloon, green with beige leather upholstery, radio, 5,000 miles, £1,095. [3696]

H. A. SAUNDERS, Ltd., Austin House, High Rd., Hillside 0024. [3534]

1949 Jowett Javelin de luxe saloon, blue, beige leather upholstery, recorded mileage 7,800, H.M.V. radio, heater. [3696]

DENHAM & DENHAM SERVICE STATION, Ltd., Denham, Bucks. Tel. Denham 2266. [3544]

JOWETT and 2266 main agents, spares and special-ised service. Chulver-Fisher, Ltd., Northwood, Middx. Tel. 777 (4 lines). [2412]

MARRIOTT'S GARAGE, Worthing, leading West Sussex agents for Javelin and Bradford. Spares (including pre-war). Service. Tel. 1563. [0579]

1950 Jowett Javelin saloon, fitted with heater and radio, choice of two.—Garvin Fairfax, Ltd., Virginia Water, Surrey. Tel. Weybridge 3154. [1412]

1949 Jowett Javelin, cream, red leather, heater, 14,000 miles, superb condition; £1,100.—John Girdle, 20, Hemmings Lane, W.2. Speedwell 5915. [3615]

COOPER & GREEN, Jowett Main Agents—Javelin and Bradford spares and repairs, sales and service.—Eden Park Garage, 489, Upper Elmers End Rd., Epsom, Kent. Tel. Beckenham 2565. [0802]

JOWETT

1949 Javelin de luxe saloon, turquoise blue beige leather, heater, very clean, 3-month guarantee, terms and exchange; £1,095.—Trinity Cars, Ltd., 94, North Side, Wandsworth Common, S.W.18. Vandyke 1166. [1587]

CHARLES OF PIRBRIGHT, Jowett distributors, selected Javelins and Bradford always in stock; overhauled in excellent condition; stock now includes two 1950 de luxe saloons, Standard saloons and one 1949 saloon.—Pirbright (near Woking), Surrey. Brookwood 2201 2. [0522]

Jowett Cars Wanted

HENLYS & PARTNERS, Ltd.

WISH to purchase Jowett cars.—Sackville House, 40, Piccadilly, W.1. Stinson 3094. [0757]

ROWLAND SMITH'S, the Jowett buyers—Hampstead High St. (Hampstead Tube). Ham. 6041. [0542]

WANTER Jowett Javelin—13, Bath St., Sheffield, 1. Tel. 25381. [1596]

COLLIER-FISHER, Ltd., will always buy a Javelin.—Northwood, Middx. Tel. 777 (4 lines). [0500]

LAST new Javelin required; cash payment.—A. Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4466. [0852]

LOW-MILEAGE Jowett Javelin saloon de luxe.—A. Harold Radford & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [7506]

RAYMOND WAY, the hire-purchase specialists, are still buying Jowetts and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maids Vale 6044 (10 lines). [0563]

Jowett Spares and Service

JAVELIN and Bradford main agents, spares and service specialists.—Newham House, 255-9, Hammer-smith Rd., W.6. Riv. 4546. [0415]

MILESTONES (SERVICE GARAGE), Ltd., main agents Jowett Javelin Bradford vans and cars. LARGEST stock spares in Southern England, immediate despatch, trade or private. Tel. Eriton 2629, 2636, Eriton Rd., Beale Heath. [0577]

JOWETT-BRADFORD—For quick repairs or any spares try Burtins's Jowett Agency, Harrow 1908. [1596]

COLLIER-FISHER, Ltd., excel in supporting their Main Agency. Unrivalled service, spares and replacement units. [0463]

NORTHWOOD, Middx. Tel. 777 (4 lines). [0009]

CROYDON—Godfrey's Ltd., for full Jowett service and comprehensive range of spares—221-234, London Rd., Croydon. Cro 9461. [0415]

KINGSTON-ON-THAMES main agents for Jowett Javelin and Bradford vans, spares and service.—G. W. Wilkin, Ltd., Weston Park and 84, Eden St., Kingston 2241-2. [0979]

A. V. MOTORS, Ltd., Park Rd., Teddington, Middlesex. Tel. Kingston 7710. The Jowett stock, spares and main agents, offer 20 years' Jowett experience, spares and service. [0759]

LAGONDA

WIMBUSH for Lagondas.

1950 (April) Lagonda 2½-litre saloon, metallic grey with blue upholstery, extras include steel valve-lift, H.M.V. radio, 7,000 miles, £2,250. R. C. WIMBUSH, Ltd., 57, Epsom Court Rd., London. R. S.W.5. Frenchie 8401. [2718]

BROOKLANDS for individuality.

LAGONDA distributors; latest models for demonstration, catalogues on request.

1939 series Lagonda V12 saloon, burrwood, exceptional throughout. New Bond St., London, W.1. Mayfair 8351 6. [1587]

103—New Bond St., London, W.1. Mayfair 8351 6. [1587]

HAROLD RADFORD & Co., Ltd.

OFFICIALLY appointed Lagonda retailers.

SALES and service at Melton Court, South Kensington, London, S.W.7. Kensington 6652 (5 lines). [0264]

CHARLES FOLLETT, Ltd., offer:—

1938 Lagonda 12 cylinder medium chassis saloon, cumulated, green painted, 54,000 miles only, complete overhaul by makers recently outstanding. [3696]

A. B. BENTLEY, W.1. Mar 6286. [3696]

SERVICE, Works and Stores, 12, Wellesley Ave., W.6. Riv. 1413. [3610]

PERFORMANCE CARS. See our advertisement under Sports Cars. [1296]

SIMMONS OF CROYDON—See our advertisement under Sports Cars—101a, Tamworth Rd., West Croydon, Tel. Croydon 1537. [1951]

18—Lagonda saloon, 1934 model, magnificent main-tenance, £1,450; exch. 1947-8, 1948-9, 1949-50, and Saturdays. [3696]

41—Jawed car; £545; exch. 1947-8, 1948-9, 1949-50, and Saturdays. [3696]

DAVIES MOTORS, Ltd. (managing director, J. E. Davies, 20 years service manager to Lagonda, Ltd.), offer 12 cyl. saloon; 1934-36 37 saloons; 1936 drop head coupe, 1934 coupe. [0267]

273—London Rd., Staines, Tel. 3457-8 (or private). [1587]

41—Lagonda saloon, 1934 model, magnificent main-tenance, £1,450; exch. 1947-8, 1948-9, 1949-50, and Saturdays. [3696]

WALTER SCOTT, Ltd.—Lagonda 3-litre sports saloon, black, exceptionally good condition; £2,500; exch. 1947-8, 1948-9, 1949-50, and Saturdays. [3696]

1937 Lagonda 4½-litre sports saloon, black, blue leather, very imposing appearance, 7,000 complete overhaul; new tyres; bargain at £600.—Seen at Victoria Garage, Epsom. Tel. 2556. [1587]

W.L. Eggs on file. 1962

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

RIPCO, Ltd., offer:—

1950 M.G. T.D. 2-seater, ivory, red leather, 4,000 miles, one owner.
1949 M.G. T.C. 2-seater, red, red leather, bumpers, oil coll, wind tone horns, etc., 1,000 miles, one owner.
1949 Another M.G. T.C. 2-seater, ivory, red leather, small mileage, one owner.
1950 M.G. 1½-litre saloon, duo green, beige leather, 5,000 miles, spare unused, one owner, another satin bronze.

All the above and many other small mileage used cars are inviting your inspection at Ripco, Ltd., 10, Albemarle St., W.1. Recent 2052 2.4. 1950

WOODBAIN CARS, Ltd. offer:—

£255—M.G. 8hp 2-seater 2-seater, superb and immaculate car in green and chrome, has to be seen to be appreciated.
£255—M.G. 12hp 1½ litre Magnette open 2-seater, amazingly fast car with new hood and excellent tyres.
£115—M.G. 8hp open sports 2-seater, special engine and 4-speed gear box, faster than usual.

WOODBAIN CARS, the M.G. Specialists, 6 and 10, Eton Garages, Eton Ave. Swiss Cottage, N.1. Telephone 4455. 1950

PRIME GARNER, Ltd. offer:—

1950 M.G. 1½-litre saloon, maroon with beige interior, 6,000 miles.
1950 M.G. 12hp 1½ litre Magnette open 2-seater, Blackfriars 9265-6. 1950

DICKS CAR SALES offer:—

1948 M.G. 1½-litre sports saloon, low mileage, fitted radio, £350.
1937 M.G. 8hp 2-seater, really immaculate, many extras, £395.
DICKS CAR SALES, Ltd., 485-491, High Rd., Kilburn, Middlesex, W.8. 1950

SIMMONS OF CROYDON (Croydon 1537) M.G. Cream Cracker team car, 1937/8, 10hp fitted with beautifully modified P.C. coachwork and full winter equipment. This has been stripped down to the last nail and bolt, and rebuilt under the £10 tax. The engine is not yet run-in and is available for inspection for upwards of £250. 1950

SIMMONS OF CROYDON, 101a, Lamport Rd., West Croydon, Tel. Croydon 689-9. 1950

PERFORMANCE CARS—See our advertisement under Sports Cars. 1950

£250—M.G. 1935 P.A. two-seater, cream, radio, Tel. Tisbury 4400. 1950

BARTS OF KINGDOM M.G. specialists, sales, repairs—102 London Rd., Kingston, Tel. Kin. 3548. 1950

September M.G. T.C. 15,000 miles; £775—1949 Morris, "Ryeclun," Wergs Rd., Wolverhampton 3254. 1950

1950 1½-litre M.G. saloon, 6,000 miles—British and Colonial Motors, Ltd. Upper St. Martin's Lane, W.C.2. 1950

1950 M.G. T.C. 10hp, 16,000 miles, black-fawn, 1947 Tickford, 10, Upper St. Martin's Lane, W.C.2. Temple Bar 5338. 1950

1938 M.G. 12 4-seater sports tourer, supercharged, £450, payment, Oldfield, 4-8, Russell Gardens, Kensington, Park 7760. 1950

295—M.G. Midget 1955 3hp 2-seater, black, red leather, very good condition; terms, exchange—Row and Smith, 1950

195—M.G. Midget 1954 3hp 2-seater, red, good tyres, terms, exchange—Row and Smith, 1950

545—M.G. 1939 2.6-litre fourseater drop head coupe, 1949 Morris, "Ryeclun," Wergs Rd., Wolverhampton 3254. 1950

1934 M.G. 12 4-seater 2-seater, red, excellent chassis, etc., taxed, £267 10—Rovers Automobiles, Ltd., 127, Parkway, N.W.1, Euston 2700. 1950

1949 (Nov.) M.G. T.C. 2-seater, red, beige leather, 4,000 miles, one owner, as new, £775—Good, 5, Rapielande, Seaford, Sussex. 1950

JARVIS & SONS, Ltd. offer 1949 M.G. model T.C. in green, low mileage, in superb condition, taxed, £350—Morris House, Morden Rd., S.W.19. Ld. 4656. 1950

1946 T.C. 2-seater in black a beautiful car, one owner, 1949 Morris, "Ryeclun," Wergs Rd., Morden Rd., Wallington, Surrey, Wallington 6677-8. 1950

1947 (June) M.G. 2-str. black and green, low mileage, a faultless car in perfect condition, many extras, red leather, wind tone horns etc., £465—Bedford Motor Works, Ltd., Bedford Rd., Clapham, S.W.4. Brixton 4514. 1950

1946 M.G. 12 4-seater, stored 12 months, no tyres, hood batted, £625—Neill, Putters Bar 2429. 1950

CASS'S MOTOR MART—1939 M.G. 1½-litre sports 2-seater, engine just reconditioned, recollared, fitted with spares, 3, Watton St., W.1, Euston 4110. 1950

1949 M.G. T.C., green, mileage 11,500, stored 2 1/2 modifications, excellent condition and performance, seen by appointment, Hants. £700.—Box 1165. 1950

1937 M.G. sports 2-seater, 10hp, £425, or 11,500 miles, H. 17 2 1/2—The Cooden Engineering Co., Ltd., Bexhill, Tel. Cooden 609. 1950

1939 M.G. T.A. model, colour black and grey, moderate mileage, many extras, £445—Dixon's Garage, 154, West Hill, Putney, S.W.15. Putney 0536. 1950

1938 T.A. Marshall supercharged, reconditioned engine, clutch box electrically, green excellent condition and performance, £410—Tel. Southbridge 5578. 1950

1949 M.G. 2-seater, exceptional cond. inside and out, one participant owner, price £775—Jack Rouse, Ltd., Stafford Rd., Wallington Surrey Wallington 6677-8. 1950

1939 M.G. 2.6 4-door sports saloon, black, chromium, red leather, exceptionally attractive, delightful performance, written guarantee, £635; terms, exchange—J. P. Edwards, 154, Gt. Titchfield St., W.1, Lambeth 0012. 1950

250 miles only 1949 (Dec.) M.G. T.C. sports 2-seater, black, red leather, one owner, not taxed 1950 or 1951, just a brand new car, £1,050; trade enquiries welcomed. 1950

MCKINNON MOTORS, Ltd. Langham House, 3, Stafford Rd., Wallington, near Croydon, Surrey, Established 1908. Tel. Wallington 5404. 1950

1946 T.C. 2-seater, engine, respayed, alloy J blue, cycle type wings, oil coll, oversize rear tyres, also instruction manual, £260—Willis, 43, Overstone Rd., Harpenden, Herts. 1950

1946 T.C. 2-seater, engine, respayed, alloy J blue, cycle type wings, oil coll, oversize rear tyres, also instruction manual, £260—Willis, 43, Overstone Rd., Harpenden, Herts. 1950

1946 T.C. 2-seater, engine, respayed, alloy J blue, cycle type wings, oil coll, oversize rear tyres, also instruction manual, £260—Willis, 43, Overstone Rd., Harpenden, Herts. 1950

WALTER SCOTT, Ltd.—1936 M.G. Midget, P.B. 2-seater, blue, complete, excellent throughout; £365; exchange; terms—39, College Crescent, Hampstead, N.W.3 (Swiss Cottage Tube). Tel. 5914. 1948

M.G. 1940 (July) 3-litre sunnial 4-door saloon, engine 22,000 miles since new, original, beautiful condition, taxed and 31; nearest £700—Owner, 4, Braemar Ave., Tottenham Heath, Tel. Ewell 5719. 1940

MAYFAIR GARAGES, Ltd.—Particularly good cash buyers of motor cars; telephone or write to us, we will call—Mayfair Garages, Ltd., Balderston Street (off Selhursts), Mayfair, W.1. Mayfair 3104-5. 1950

ROSE & YOUNG, Ltd. offer 1949 M.G. T.C. 2-seater, very low mileage, fine exterior, immaculate condition, red with red leather, £765—65-69, Sternhold Ave., Streatham Hill, S.W.2. (1 minute Streatham Hill Station, Tube Hill Gate). 1950

1938 M.G. T.A. completely rebuilt, new factory engine, steering, brakes, tyres, Newsons, excellent condition, written guarantee, £1,000; examination welcome, reason for sale new M.G. arrived; best over £450—Tel. Bagnin Hill 96. 1950

1947 M.G. T.C. 2-seater, black and chromium, 10,000 miles, fine exterior, immaculate condition, certain, immaculate appearance, thoroughly recommended, written guarantee, terms, exchange—J. P. Edwards, 154, Gt. Titchfield St., W.1, Lambeth 0012. 1950

MAYFAIR GARAGES, Ltd.—1939 model T-type 2-seater, black, black leather upholstery, full; all available equipment, gated luggage carrier, spot lamp, almost new tyres, no covered car in outstanding condition throughout; 5 months' guarantee, £495; choice of 1940 2-seater, black, black leather, 1950

MAYFAIR GARAGES, Ltd. Balderston St. (opp. Selfridge's), Mayfair, W.1. Mayfair 3104-5. Open 9-6, Sat. 9-12. 1950

£595—M.G. 2.6-litre fourseater drop head coupe, 1939, Tickford coachwork, finished black with red hood and red leather interior, a very scarce and highly desirable model, amazing performance, guaranteed in writing, also choice of three 1939 2.6-litre sportsman's saloons. 1950

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 10413. New 400 cars ready for sale, inspection and purchase; write for post-free catalogue; hire till 8 p.m. from Monday to Saturday; see our full page advert on page 59 of this issue. 1950

NAVILOR & ROOT, Ltd.—1947 M.G. T.C. sports 2-seater, black, green upholstery, exceptional condition throughout, fine performance, 3 months' guarantee, choice of 250 quality cars; demonstrations within 100 miles, terms available—East Hill, S.W.16, Tel. 5272. Open 9-6 each week-day including Saturday. 1950

SPEEDSTERS, Ltd.—31,803 miles recorded; 1939 model 2.6-litre M.G. de luxe saloon, 95 miles since rebody, new black and chrome, red leather, new disc, work back and chrome, red hide, new first-grade tyres, new batteries, special shock absorbers, cellulose upholstery, carpets, painting and 5 new pieces as brand new, virtually maintained in brand new condition. 1950

SPEEDSTERS, Ltd.—1½-litre 1936 M.G. saloon 12hp, Michelin tyres all round, built-in hydraulic jacks, outstanding mechanical, condition, £400. 1950

SPEEDSTERS, Ltd.—40,737 miles recorded; 1½-litre 1937-5 M.G. 12hp open 4-seater, cream, with red hide, new tyres all round, taxed for the season, original cellulose upholstery and chrome quite unmarked, built-in jacks, new battery, new Harford absorbers, everything precisely right, exceptionally fine specimen—Offices at Surrey, 10, Bedford Rd., Tel. Brixton 4514. 1950

£300—1954 M.G. 8 1/2 A, really outstanding car, 10m miles, balloon tyres, triple Andre shock absorbers; the show car in perfect condition, new disc, new disc, finished in M.G. red, and all parts chromium plated; new hood, new disc, possibly the best M.G. of its type in the country, a real specimen, hire purchase and exchange—Noel Roscoe, Amersham Rd., Chalfont St. Giles, Tel. 152. 1950

M.G. Cars Wanted 1950

THE CAR MART, Ltd. with to purchase M.G. cars—320 Euston Rd., N.W.1, Euston 1212. 1950

ROWLAND SMITH'S, the M.G. buyers—Hamstead Rd. High St. (Hamstead Tube). Ham. 6041. 1950

SLOCUMBER—Good clean M.G. wanted, must be perfect—265, Neasden Lane, N.W.10. Tel. 7645. 1950

CASH for low-mileage 1947 T.C., open R.A.C. inspection—H. 11145. 1950

APPROACH us first before disposing of your M.G. car—Tankard & Smith, Ltd., 194-198, Kings Rd., S.W.6, Fulham 4801-3. 1950

M.G. P.B. or N type Magnette 2-seater required in any condition for rebuilding—N. Young, 28, Palace Court, Finchley Rd., Hampstead 1595. 1950

M.G. Cars Wanted 1950

URGENTLY required, low mileage 1948-50 M.G. 1½ saloon, Glencoe Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. 1950

RAYMOND WAY, the hire-purchase specialists, are still buying M.G.s and have unlimited cash available—Canterbury Rd., Kilburn, N.W.6. Made Vale 6044 (10 lines). 1950

PRIVATE owner wishes to purchase M.G. T.D. 2-seater, new, willing to sign 2-year Covenant, or must be in excellent condition; good price paid—J. Peters, 217, Rickards Rd., Leeds, W.8. 1950

ROSE & YOUNG, Ltd.—Wanted, small mileage T.C. or T.D. M.G. urgently—55-59, Sternhold Ave., Streatham Hill, S.W.2. (1 minute Streatham Hill Station, Tube Hill Gate). 1950

M.G. Spares and Service 1950

UM Ltd. The sole London distributors for M.G. cars. 1950

UNIVERSITY MOTORS, Ltd. 7, Hertford St., Mayfair, W.1. Tel. Grosvenor 4141. 1950

W. JACOBS & SON. 1950

WE specialise in spares and repairs for all models of M.G. cars. 1950

W. JACOBS & SON, Mill Garage, Chigwell Rd., South Woodford, Essex. Wasted 0660. 1950

LARGEST and quickest spares service in the South of England—Hevens Garages, Ltd., Reading, Tel. 443. 1950

M.G. spares. Vertical drives, rockers, valves, springs, front aprons, rear tanks, 32 windcreens chromium plated luggage grids, M type clutch plates, group and courteous service; see A. & A. column. 1950

BERKINGTON, 159, London Rd., Kingston 5621-2. 1950

M.G. engine, axle, gear box, reconditioning, recon, etc. change blocks, cranks, rockers, v-drive, dynamo, etc.; rockers shafts, bushes, valves, guides, springs, gaskets, wire wheels supplied and repaired, road springs, new and reconditioned—A. E. Witham, Queens Garage, Queens Rd., Wimbledon (Station), S.W.19. Liberty 3083. 1950

TOULMIN MOTORS specialise in M.G. and M.G. cars, chassis, complete and complete overhauls all models reconditioned engines in stock for types P, J, T and L, and N. Magnette, exchange service dynamo, starters, crankshafts with rod gear boxes, engine and petrol drives, V.D. sleeves, rockers, rocker bushes, rocker shafts, rockers, guides, springs and gaskets with full range of M.G. spares always available; we specialise in spare parts. 1950

WRITE or phone Toulmin Motors, The Roundabout, Hamworthy, Middlesex, Tel. Molesey 4401. 1950

1948 4 1/2 2-seater sports, 13,800 miles, first-class condition, £350, best offer—Sir. 5163. 1950

£310—Morgan 4 1/2 1937 2-seater, re-sealed, franchise, franchised, new hood, good tyres, 100, Manor House Lane, South Yardley, Birmingham. 1950

425—Morgan 4 1/2, August 1939, 10hp drop head coupe, black, leather upholstery, good tyres, 2 spares, chassis carefully used, excellent condition, terms, exchange, list; open 9-7 week-days and Saturdays—Rowland Smith, Hampstead (Hamstead Tube). Hampstead 6041. 1950

Morgan Cars Wanted 1950

ROWLAND SMITH'S, the Morgan buyers—Hamstead Rd. High St. (Hamstead Tube). Ham. 6041. 1950

CASH immediately for good Morgan—H. E. Edwards, 154, Gt. Titchfield St., W.1, Lambeth 0012. 1950

WANTED, Morgan 4 1/2 coupe or 2-seater, 1946-48—Elmsmoor, Municipal Airport, Wolverhampton. 1950

RAYMOND WAY, the hire-purchase specialists, are still buying Morgans and have unlimited cash available—Canterbury Rd., Kilburn, N.W.6. Made Vale 6044 (10 lines). 1950

Morgan Spares and Service 1950

MORGAN 4 1/2 official spare parts specialists; service and repairs; Basil Roy, Ltd., 161, Gt. Portland Rd., W.1, Lambeth 7735. 1950

MORGANS—All available spares in stock—F. H. Douglas, Morgan Specialist, 1a, South Ealing Rd., Ealing, W.5. Eal. 0570. 1950

CAR MART, Ltd. MORRIS MINOR 1950

1950 Morris Minor tourer, 12,000 miles, £795—Car Mart, Ltd., 320, Euston Rd., E. 1. 1950

PHILIP RICKARDS, Ltd. offer:— 1950

1950 Morris Minor tourer, black, 4,000 miles, as new, 2 1/2, Brick St., Park Lane, London, W.1, Grosvenor 4772-3. 1950

PHILIP RICKARDS, Ltd. offer:— 1949

1949 (Dec.) Morris Minor saloon, green, 8,000 miles—4, Brick St., Park Lane, London, W.1, Grosvenor 4772-3. 1950

CHARLES RICKARDS, Ltd. offer:— 1949

1949 Morris Minor tourer, one owner, grey, 5,700 miles, excellent condition, choice of two, from £775. 1950

A offered with our 3 months' guarantee. 1950

56—Beverley Rd., W.2 (next door Lancaster Gate Tube Sta. 5 mins. from Marble Arch). Rad. 1230. 1950

D. J. SHEPHERD & CO (ENFIELD) Ltd. 1949

1949 Morris Minor tourer, grey with beige upholstery, mileage 12,000, showroom condition, taxed till December, £720—D. J. Shepherd & Co. (Enfield), Ltd., 456, Hertford Rd., Enfield. Howard 1631. 1950

A. PETRO, 1950 Morris Minor sal. 6,000 miles, C as new, £975—42, North Audley St., W.1. Mayfair 3051. 1950

1934 Morris Minor coupe, tyre bearings, 1950

Exch. exc. renewed; £125—94, Ennismore Ave., Eford, Essex. 1950

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

1950 MORRIS MINOR Morris minor saloon, 3,000 miles—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tel. 3588. (13625)

MORRIS MINOR 2-str., a sound bargain: £145.—Smith & Hunter, Ltd., 376, Kensington High St., London, W.15. Tel. Western 2312. (13719)

3000 miles—1949 (Nov.) Morris Minor saloon, maroon—Ernest Sutton, Cleve Hill, 95 (Cheltenham). (Trade enquiries only please.) (13607)

1950 Morris Minor touring, colour grey, leather Dunlop upholstery, loose covers, wind-tone horns, 7,000 miles, immaculate condition throughout.

W. J. BROWN, Ltd., 359, Finchley Rd., N.W.5, Hampstead 4414. (13509)

Morris Minor Cars Wanted

C THE CAR MART, Ltd., wish to purchase Morris Minor cars—520, Euston Rd., N.W.1, Euston 1212. (10716)

I NEED post-war Morris Minor immediately—21, Kirkistall Rd., S.W.2, Tulse Hill 1288 (day). (10745)

1950 Morris Minor wanted privately—Adams, 625, Durham Rd., Gateshead Tyne. Tel. 75532. (10526)

ALMOST new Minor required, cash payment. A—Morley, 54, Streatham Hill, S.W.2, Tulse Hill 10536. (10534)

MORRIS EIGHT

J. CORYTON, Ltd.

USUALLY have an 8hp Morris for sale, for details telephone.

139 149, Fulham Road, S.W.3—Ken. 1410. (10343)

MORRIS 8 1950 4-door saloon, body sound and clean, mechanically good.

JAWSON FICOT, MOTORS, Ltd. (Vaughan), 32, Deane St., W.1, Euston 1212. (10716)

1947 Morris 8 4-door saloon, with sun roof, speed 19,000, recommended, £550.

PERHARIS OF CUCKLEWOOD, Ltd., 200-220, Cucklewood Broadway, N.W.2, Gl. 3234. (10626)

ST. ALBANS—1950 Morris 8 2-door saloon, sprayed in dark blue, 3 new tyres, new battery: £275.—Tel. St. Albans 991. (13684)

MORRIS 8 1949 saloon, engine in splendid order, offers 1947 Newcar Ltd. to £250, serious—10, Lincoln St., S.W.3, Ken. 3793. (13349)

1947 Morris 8 2-door saloon, sliding roof, leather upholstery, excellent condition, recently fitted with reconditioned engine, £425.

MADDALEN MOTORS, 311, Trinity Rd., Wandsworth Common, Battersea 5973. (14105)

1939 Morris 8 saloon de luxe, green with green interior, excellent condition, recently fitted with reconditioned engine, £425.

MADDALEN MOTORS, 311, Trinity Rd., Wandsworth Common, Battersea 5973. (14105)

1939 Morris 8 4-door sliding head saloon, very good condition—Hersert & Mills, Ltd., 75, St. Portland St., W.1, Langham 3506-7. (12677)

1938 Morris 8 saloon, sliding roof, very clean, £250.—1947 Morris 8 saloon, good sound car, £250.—St. Francis Garages, Ltd., Judd St., W.C.1, Terminus 9115. (13180)

1948 (September) Morris 8 4-door saloon, in immaculate condition, one owner, any trial: £395.—Wembley Court Motors, High Rd., Wembley, Arnold 5221-2. (11554)

NO budget increase here—1936 Morris 8 4-seater, green and black, loose covers, good hood and side upholstery, etc.—Rory Automobiles, Ltd., 12, Parkway, N.W.1, Euston 2700. (13274)

1939 Morris 8hp 2-door E Tourer, leather upholstery, maroon and black coiloline trim, reconditioned engine, 5 nearly new tyres, new Rotaflo shock absorbers, this car is in 100% condition in every way and very sporty in appearance, guaranteed three months: £425.—Griffins Garage, Westbridge, Tel. 1491. (14160)

Morris Eight Cars Wanted

I REQUIRE post-war Morris 8 urgently—30, Ryecroft Rd., S.W.16, Tulse Hill 1288 (day). (10747)

ROWLAND SMITH'S, the Morris 8 buyers—Hamstead High St. (Hamstead Tyne), Ham. 6041. (10939)

CASH buyers of low-mileage Morris 8s; distance no object—Hattions, Lord St., Southampton, Tel. 2268.

REQUIRED urgently, post-war Morris 8—Lyne, Frank & Wagstaff, 5-9, Crouch End Hill, N.8, Mountview 3401. (13639)

NUFFIELD specialists want Morris 8s in good condition—Wards of Putney, 72, West Hill, S.W.15, Vandyke 1535. (13604)

RAYMOND WAY, the hire-purchase specialists, are still buying Morris 8s, and have unlimited cash available—Canterbury Rd., Kilburn, N.W.6, Maids Vale 6044 (10 lines). (10689)

MORRIS TEN

1947 Morris 10 de luxe saloon, black, excellent condition: £175.—A. Saunders, Ltd., 799, Kingsland Rd., Dalston, E.8, Clissold 4943. (13607)

GOLDERS GREEN—H. A. Saunders, Ltd., 799, Kingsland Rd., Dalston, E.8, Clissold 4943. (13607)

1947 Morris 10 saloon, very moderate mileage, excellent condition: £725 or terms—Horn Wood Garage, Crystal Palace, S.E.18, Sydenham 6500. (19336)

1947 Morris 10 black brown leather, immaculate, £775.—Hendon Central Garage, Ltd., 44-46, Watford Way, Hendon Central, N.W.4, Tel. Hendon 1923-4. (13776)

1937 (late) Morris 10 de luxe saloon, black, one private owner, new Dunlops, new batteries, taxed for year, exceptional condition: £314.—Merrivale, 25, Park Lane, Titchmarsh, Reading 6730. (14028)

1937-8 Morris 10 4-door de luxe saloon, two-tone, from new, new engine, new chassis, and many expensive extras; original cellulose with 5 new tyres just fitted, original car in almost 100% condition throughout: £340 or £150 deposit.

KING'S AUTOS, 725-727, High Rd., Seven Kings, Havering, Essex, Seven Kings 3536 and 3537. Open week-days 9 a.m. to 7.30 p.m. (15053)

Morris Ten Cars Wanted

URGENTLY required, post-war series M Morris 10

LYNE, FRANK & WAGSTAFF, Ltd., 3-5, Crouch End Hill, N.E.8, Mountview 3401. (13639)

POST-WAR Morris 10 Series 8 wanted—Bowers, Hillside Garage, Edgware, Tel. Edgware 4464-5. (10745)

I NEED post-war Morris 10 urgently—Portune, 17, Avenue Road, Tulse Hill, S.W.2, 2366 (day). (10746)

ROWLAND SMITH'S, the Morris 10 buyers—Hamstead High St. (Hamstead Tyne), Ham. 6041. (10939)

CASH buyers of low-mileage Morris 10s; distance no object—Hattions, Lord St., Southampton, Tel. 2268.

RAYMOND WAY, the hire-purchase specialists, are still buying Morris 10s, and have unlimited cash available—Canterbury Rd., Kilburn, N.W.6, Maids Vale 6044 (10 lines). (10689)

MORRIS TWELVE

1938 Morris 12 4-door de luxe saloon, colour black, brown leather upholstery, extremely good condition: £265.

RAYMOND WAY OF KILBURN, hire purchase specialists has 200 good used cars under £300. Maids Vale 6044 (10 lines). (10689)

1939 Morris 12 black brown leather, one owner since new, very nice car: £475.—L. P. Dove, 12, Mid-Surrey Car Centre, Guildford Rd., Woking 1282. (10746)

WALTER SCOTT, Ltd.—1938 Morris 12 de luxe saloon, black, low leather, excellent condition: £365, ex-changes, terms—39, Collier Green, Hampstead, N.W.3 (Swiss Cottage Tube), Tel. 5914. (10267)

£525—1949 Morris 12 de luxe saloon, most beautiful condition throughout, one of those rare vehicles meticulously maintained and serviced, its life 5 months' guarantee, hire purchase, exchanges, terms—39, Collier Green, Hampstead, N.W.3 (Swiss Cottage Tube), Tel. 5914. (10267)

1936-7 Morris 12 saloon, original throughout, including upholstery and carpet, speedometer reads 25,000 (cannot guarantee correct); taxed, superb chassis: £315. Value Cars, Ltd., 362, Upper Richmond Rd., East Sheen, Richmond 4123. (14123)

Morris Twelve Cars Wanted

ROWLAND SMITH'S, the Morris 12 buyers—Hamstead High St. (Hamstead Tyne), Ham. 6041. (10939)

RAYMOND WAY, the hire-purchase specialists, are still buying pre-war Morris 12s and have unlimited cash available—Canterbury Rd., Kilburn, N.W.6, Maids Vale 6044 (10 lines). (10689)

MORRIS FOURTEEN

1938 Morris 14 saloon de luxe, magnificent car: £375.—Berriman Coven, Hermitage Lane, Streatham, Tel. Pollards 2100. (14211)

MORRIS TWENTY-FIVE

MORRIS 25, black saloon, ed. cond., 1955 but worn war years, reasonable offers considered—Chris 2465. (13691)

MORRIS 25hp saloon, 1954, black, good condition, one owner, taxed for year, price £300.—Britt's, Stamping Co., Ltd., Harnall Lane, Coventry. (15344)

MORRIS OXFORD

CAR MART, Ltd.

1950 Morris Oxford saloon, radio, 10,000 miles: £1,135.—Car Mart, Ltd., 150, Park Lane, W.1, Grosvenor 5454. (13607)

1950 Morris Oxford saloon—Autonox, Winchester, Tel. Winchester 4634-3406. (13489)

C. A. PETTO, Ltd.—1949 Morris Oxford sal., 1949: £975.—42, North Audley St., W.1, Mayfair 905. (15962)

1949 Morris Oxford saloon, maroon with beige leather upholstery, radio, 5,000 miles: £1,145. (13145)

H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100 yds north of Tally Ho Corner), Hillside 002. (13540)

AVAILABLE to the trade, low-mileage Morris Oxford—Gerry Browne Motors, 24, Leinster Mews, London, W.2, Paddington 5252. (10935)

1949 (November) Morris Oxford saloon, black, mileage 7,000, leather covers, etc., as new: £1,100.—Grammore, Tel. 2040 Potters Bar. (15069)

1950 Morris Oxford saloon, 10,000 miles, maroon: £1,150.—L. Dove, Ltd., 111-115, Addcombe Rd., Croydon, Addcombe 3066. (12739)

MORRIS Oxford, April, 1949, heater and radio, offered against 1952 sunbrite Austin A30, cash price, Denton, 84, Carless Ave., Birmingham. (14051)

1949 (July) Morris Oxford saloon, grey with brown leather, one owner, 9,000 miles: £1,000.—Gibson Sports Cars (Letchworth), Ltd., Letchworth, Herts. Tel. 7631. (15052)

Morris Oxford Cars Wanted

C THE CAR MART, Ltd., wish to purchase Morris Oxford cars—150, Park Lane, W.1, Grosvenor 5454. (10717)

I REQUIRE post-war Morris Oxford urgently—30, Ryecroft Rd., S.W.16, Tulse Hill 1288 (day). (10747)

1950 Morris Oxford wanted privately—Adams, 625, Durham Rd., Gateshead Tyne. Tel. 75532. (10526)

ALMOST new Oxford required; cash payment. A—Morley, 54, Streatham Hill, S.W.2, Tulse Hill 10536. (10534)

MORRIS SIX

1949 Morris Six saloon, black with beige leather upholstery, 3,000 miles, £1,183.

H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100 yds north of Tally Ho Corner), Hillside 0024. (13537)

1950 saloon black H.M.V. radio, heater, covers, covers, carefully serviced, £1,275.—Chenell Symonds, Wembley 6282. (15501)

1949 (esp.) Morris Six saloon, 11,000 miles, lined black and radio, price £1,175.—Franklin Motors, Ltd., County Road, Crumkirk, Tel. 1015. (12443)

MORRIS MISCELLANEOUS

MORRIS Cowley 1935 folding-head coupe, excellent condition throughout, taxed, £385.—Cars, 3, Prospect Rd., Barnet, Ayles 5025. (15996)

TANKARD & SMITH, Ltd., offer the choice of many Morris 8s, 10s and 12s from their vast stock of over 200 used cars subject to three months' written purchase—181, Kings Rd., S.W.2, Tel. Fax 4801-5. (10149)

MORRIS cars, 8hp and 10hp, 1947 and 1948 models, in use condition, serious enquiries, ask us to send you full particulars—Maudslayi & Lott, Morris Distributors, 106-110, Prince of Wales Rd., Norwich. Tel. Norwich 20541. (10105)

Morris Miscellaneous Cars Wanted

ROWLAND SMITH'S, the Morris buyers—Hamstead High St. (Hamstead Tyne), Ham. 6041. (10939)

URGENTLY required, Morris post-war models, in good condition.

CARRIOT MOTORS, Ltd., Lewisham Bridge, S.E.13, Lee Green 8365. (13520)

MORRIS wanted—Smith's, 66, Chalk Farm Rd., N.W.1, Gl. 2767. (10798)

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Morris. Wembley 3903. (10670)

CASH immediately for a Morris—R. F. Edwards, 154, Gt. Titchfield St., W.1, Langham 0012. (15742)

CASH buyers of low-mileage Morris Minor, Oxford and Six, distance no object—Hattions, Lord St., Southampton, Tel. 2268. (10746)

JACK OLDING, Ltd., 8-10, North Audley St., W.1, Morris retailers, require cars in first-class condition. Mayfair 5242. (14142)

APPROACH us first before disposing of your Morris car—Tankard & Smith, Ltd., 194-198, Kings Rd., S.W.3, Flaxman 4601-5. (14142)

Morris Service and Service

MORRIS service consult Morris specialists—W. J. Mason & Co., 2, Ley St., Ilford. (Tel. Ilford 0999) (1471)

FOR Morris motorcars, running boards, 1950-46, Bright 2147 and 6, Frederick Place, Brighton (10594)

SIMPSON'S MOTORS offer—

1947 (late) Nash 600 right-hand drive, equipped with Weather Eye air conditioning and heater. SIMPSON'S MOTORS (WEMBLEY), Ltd., (London) Car Specialists, Wembley 3903. (15503)

Nash Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Nash. Wembley 3903. (10663)

OLDSMOBILE

DISTRIBUTORS (RAWLINS), Ltd., Sales, Service and Spares, Blandley Heath, nr. Lingfield, Surrey. Tel. Lingfield 350-1. (10113)

1939 6-cylinder Oldsmobile saloon, in exceptional condition, 1969, £625. (10798)

DISTRIBUTORS (RAWLINS), Ltd., Blandley Heath, nr. Lingfield, Surrey. (10113)

1949 model 8-cylinder Oldsmobile saloon, hydro-gear, motor drive, radio and heater: £2,250.—Park Garage (Motors), Ltd., Hampton Court Way, Mayfair, Tel. 4371. (1775)

OLDSMOBILE main dealers for London, Middlesex, Essex and adjoining counties, Tel. 2, Lexington St., W.1 (Gerrard 8600). Service Workshop and Spare Parts, 7, Pembroke Villas (nr. Westbourne Grove), W.11 (Barwater 0415). (10576)

Oldsmobile Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Oldsmobile. Wembley 3903. (10663)

BRITISH & COLONIAL MOTORS, Ltd., require good Oldsmobile cars—Upper St. Martin's Lane, W.C.2, Ten. 5588. (13637)

OPEL

395 cc. Opel Kapitän 1940, 21-hp, four-door drop head coupé, black, red leather, built-in head lamp, Philco radio, carefully used, excellent running, exchanges, taxed, open 9-7 week-days and Saturdays—Rowland Smith, Hampstead (Hamstead Tyne), Hampstead 6041. (13602)

Opel Cars Wanted

ROWLAND SMITH'S, the Opel buyers—Hamstead High St. (Hamstead Tyne), Ham. 6041. (10939)

PRIDE & CLARKE, Ltd., the Opel distributors, offer immediate cash for models for all models—257, Tottenham Hill, S.W.2, Tel. 5664. (10636)

Opel Spares and Service

MAYNARD MOTORS, Ltd., Opel spares parts and reconditioned engine service—Southampton St., Southampton, Tel. Southampton 5266. (1494)

PRIDE & CLARKE, Ltd., one brake and clutch (main), valves, springs, piston 1950, Opel Cadet, crown wheels and pinions and in stock, quantities. (10775)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Riley Spares and Service
ARCOT MOTORS, Ltd.—Pres-selector gear boxes: exchange and repairs.—169, Fulliam Rd., S.W.3. Kensington 7011. (0238)
BOON & PORTER, Ltd.—
RILEY distributors.—Spares and specialised service.—A. Caste, 115, St. Albans, Herts. S.W.15. Ref. 4444. (0147) Hammersmith Bridge.
PRES-SELECTOR gear boxes.—H. & A. Engineering, 55, Grant Rd., Addiscombe 2931. (1974)
HARTLEY'S for Rileys, spares and service.—165-171, Stanstead Rd., Forest Hill, S.E.23. Forest Hill 2344-5. (0346)
WHEN in the West consult the Riley specialists, comm. of spare, quotation and advice invited. send your engine for complete overhaul to specialists.—Moss's Agencies, Ltd., High St., Leamington Spa. Tel. 67. (2390)
J. JAMES (LONDON), Ltd. carry the largest stock of Riley spares in the country. special equipment for mechanical and coach repairs.—Carbers Lane, Highgate Rd., London, N.W.5. Gai. 5446. (1962)
RILEY distributors for 20 years.—Comprehensive list of spares, quotation and advice invited. send your engine for complete overhaul to specialists.—Moss's Agencies, Ltd., High St., Leamington Spa. Tel. 67. (2390)
HOLLS-ROYCE
JACK BARCLAY, Ltd.
LARGEST Official Retailers of Holls-Royce and Bentley. stock list of used models on request to 12-13, St. George St., Hanover Sq., London, W.1. Tel. Mayfair 7444. (1065)
FOX.
OFFICIALLY appointed Holls-Royce and Bentley retailers, special retailers of H. J. Mulliner coachwork, offer the following from their specially selected stock:
1947 Freestone & Webb open tourer on Holls-Royce Silver Wraith chassis, black and bown, leather, low mileage.
H. A. FOX & Co., Ltd. 3-5, Burlington Gardens, Old Bond St., London, W.1. Tel. No. Regent 7047. (3465)
RIPPOON.
RIPPOON.
RIPPOON BROS., Ltd.
NORTHERN Holls-Royce specialists since 1905.
1949 Silver Wraith fitted with H. J. Mulliner touring limousine body, black with beige leather upholstery.
1938 Touring saloon by Rippon, black with Air Force blue leather upholstery, good condition.
1937 Phantom III seven-seater limousine by Rippon.
1936 (Nov.) 50hp Touring limousine by Rippon.
1934 25hp 4-door sports saloon by Hooper.
YOU can buy with confidence from the largest distributors.
RIPPOON BROS., Ltd., Huddersfield 6340 (5 lines), also at Bradford, Leeds and Sheffield. (1065)
FRANK DALE offers:—
25hp Holls-Royce owner driver saloon by Barker. 57,000 miles, 1 owner, maintained as new, blue and black with blue leather upholstery, sun roof, no division. £1,575.
25hp Holls-Royce 1935 owner driver saloon, swept tail, black with leather upholstery, recently overhauled, fitted ride control, a most attractive and immaculate car, £1,550.
66 Princess Gate Mews, Exhibition Rd., S.W.7. Kensington 6660.
PARK WARD & Co., Ltd.
OFFICIAL Holls-Royce retailers.
OFFER strictly used Silver Wraith cars; details on application.
PARK WARD & Co., Ltd., 475, High Rd., Willesden, London, N.W.10. Tel. Willesden 0015. (1064)
RUSSELL MOTORS offer:—
1937 model 25 30s Holls-Royce saloon with division, 41,000 miles, 21-550, history, £1,150.
THE above car subject to any trial or examination.
RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Tel. Sloane 9288. (7293)
HAROLD RADFORD & Co., Ltd.
INVITE you to call and inspect their unique selection of Holls-Royce cars.
HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines).
JACK OLDING OF MAYFAIR offer
1950 Silver Wraith Holls-Royce H. J. Mulliner touring limousine, nominal mileage, dark blue blue leather, exceptional condition.
1949 Holls-Royce Silver Wraith owner-driver saloon, very low division by Freestone & Webb, black, maroon leather and cloth, 10,000 miles.
1948 Silver Wraith Holls-Royce enclosed driver limousine by Park Ward, 14,000 miles, black, steel leather.
DELIVERY of new and used cars quoted on application.
ADLEY House, North Audley St., W.1. Mayfair 5242. (3469)
BY SALMON AUTOMOBILES, Ltd. offer:—
1938 Holls-Royce Phantom III, owner-driven sports saloon with division, exceptionally good history, photographs upon request. £1,550.—9, South Rd., Thames Ditton. Enquiries 5551-5-3 13714

ROLLS-ROYCE
P. B. LTD.
ROLLS-ROYCE specialists 40 years.
1938 50hp Mulliner sports saloon.
1935 25hp Tickford with division.
1934 25hp Windover saloon with division.
1933 25hp Park Ward saloon with division.
1933 25hp Freestone and Webb coupe.
PADDON BROS., Ltd. 60, Cheval Place, South Kensington, London, S.W.7. Ken. 9477-8. (2345)
C. M. CAR MART, Ltd.
1949 Holls-Royce Silver Wraith touring limousine by Hooper, 22,000 miles, £5,775.
1938-9 H. J. Mulliner, 19,000 miles, £2,725.
1938 Holls-Royce saloon with division, by H. J. Mulliner, 30,000 miles, £3,725.
1938 Holls-Royce 7-seater limousine by Thrupp & Maberly, 32,000 miles, £3,925.
1937 Holls-Royce 25-30hp Park Ward saloon: £2,275.
1938 Holls-Royce Phantom III 7-seater Sedan de Ville by H. J. Mulliner, 19,000 miles, £5,375.
C. M. CAR MART, Ltd., 150, Park Lane, W.1. Grosvenor 3454. (4075)

SPORTS & LIGHT CARS

Readers requiring sports and light cars will find a large and varied selection in these columns.

Readers having such cars for disposal should advertise same in "THE AUTOCAR" to ensure immediate results.

"THE AUTOCAR" specialises in small h.p. cars as well as the larger types.

MARCOT MOTORS, Ltd. offer the following:—
1936 (Nov.) 50hp Young sports saloon.
1936 25hp H.J.M. 7-seater limousine.
1935 (Dec.) 25hp Hooper swept back Sedan.
1935 25hp Freestone & Webb sports saloon.
1935 25hp Rippon saloon with division.
1934 25hp T. & M. saloon with division.
1933 25hp T. & M. 7-seater landaulette.
1931 40-50hp T. & M. sports saloon.
1930 25hp H.J.M. Weymann saloon.
WE are anxious to purchase 20hp and 25hp Rolls-Royce and 5½-litre Bentleys with all types of coachwork.
MARCOT MOTORS, Ltd. 257, Kensal Rd., Ladbrooke Grove, W.10. Ladbrooke 181-2. (3456)
A & S offer Holls-Royce saloons with known history and mechanical certificates below.
OWNER-DRIVER 1932 3½ Litre 5-cylinder, 25hp 4-door black saloon, boot, attractive carriage, bargain.
OWNER-DRIVER 1936 25hp 4-door Park Ward black saloon, leather, capacious boot, handsome carriage.
OWNER-DRIVER 1936 30hp Barker Coachwork 4-door saloon, leather, reasonable mileage, meticulous maintained, 1939-condition.
OWNER-DRIVER 1937 30hp 4-door H.J.M. car, 25hp saloon, leather, capacious boot, exceptionally attractive.
OWNER-DRIVER 1937 30hp swept back 6-light H.J.M. saloon, adjustable partition, black original owner, 48,000, reasonable cost. Below.
OWNER-DRIVER 1937 30hp Family 5-seater 4-door saloon, leather throughout meticulously maintained. Alpe & Saunders, Providence Court, Grosvenor Square, Mayfair-2841. (3550)
1933 Holls-Royce 40-50 Phantom III H. J. Mulliner saloon with division, built in boot, £795.
GEORGE NEWMAN & Co., 365, Euston Rd., N.W.1. Euston 4466. (3576)

ROLLS-ROYCE
H. R. OWEN, LIMITED
17, Berkeley St.
GREAT Britain's leading Specialists in Rolls-Royce and Bentley cars.
PROVIDE members of the Hwaif Group.
NATIONAL Motoring Organization.
1935 Rolls-Royce Phantom II 4-light limousine by Windover, colour blue with black wings, with black leather to front, grey cloth to rear upholstery, carpets to rear, P.S. occasional seats, mounted spars with cover, 2 spotlights, winding division. Ref. H.5447.
1936 Rolls-Royce 25-30 sports saloon by Hooper, colour black with grey hide upholstery, P.S. occasional seats, rear quarter blinds, spotlight, wins mirror. Ref. H.5554.
1936 Rolls-Royce 25-30 sports saloon S.R. by Barker, colour black with light grey hide upholstery, picnic tables, footrests, compact, roll over sun blinds, spot amp, a mounted spare with full cover, disc. Ref. H.5558.
1937 Rolls-Royce 25-30 4-door Tickford convertible by Hooper, sports saloon in Damascus, colour black with grey hide upholstery, picnic tables, footrests, one last-type defroster, spotlight, twin horns, O.R. mounted spare with cover, full luminers front and rear. Ref. H.5558.
ALL cars carry our unique 6 months' guarantee, unless otherwise stated at time of purchase, please write or phone for details to:
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17, Berkeley St.
LONDON, W.1.
TEL. MAYFAIR 906. (3465)
CHARLES FOLLET, Ltd. accredited Rolls-Royce and Bentley retailers and repairers, offer:—
1935 Rolls-Royce 20 25 limousine by Barker, black leather to front, cloth to rear, face forward occasional seats, one owner, mileage 36,000 only, a genuine car in superb condition throughout, £1,675.
18 Berkeley St., W.1. May. 6266.
SERVICE WORKS & STORES, 12, Wellesley Ave. W.6. Riv. 1415. (3608)
1938 Rolls-Royce owner-driver Windover saloon, 26,000 miles, £2,500.—Box 1162. (2395)
SALE by auction.—Large Rolls-Royce Phantom II brake, seats 15, exceptional condition.—Box 1061. (3521)
CASS'S MOTOR MART—1936 Rolls-Royce Phantom III Mulliner sedan, seats, immaculate.—5, Warren St., W.1. Euston 5533. (1961)
1932 (Mar.) 25hp Rolls-Royce 4-light saloon, with division, taxed December, £595.—Harry Martin, 25, Devonshire Place Mews, W.1. (3579)
1937 Rolls-Royce 25-50 drop head four-seater coupe, magnificent condition, £2,150.—J. F. Crasley, 46, Kensington Court, W.8. Western 6015. (3579)
1937 Rolls-Royce Phantom III Barker 7-passenger limousine, immaculate condition, £1,750.—Hemmings Motors, 67, High St., Hounslow, Tel. 0181. (3516)
1937 25 50hp Hooper limousine, swept tail, 41 forward seat, leather upholstery, bargain, £1,995.—Laxton-Goodman, 36 North Audley St., W.1. (1109)
1930 25hp Rolls-Royce Sedan de Ville by Barker, black with brown upholstery, division, £2,250.—Mandy & Son, 35, Marlborough High St., W.1. Tel. Welbeck 1101-5. (4164)
CENTRAL GARAGE, Croydon, offer 1932 Rolls-Royce Phantom II sports saloon by Hooper with bucket seats, in very good condition; £595.—Central Garage, Tel. Croydon 7464. (1175)
ROLLS-ROYCE 20-25 owner driver 1936 Barker 4-light saloon, fitted road, new tyres, etc., recently repainted, privately owned, superb condition, £1,550 or near offer.—Tel. Ainsford 526. (3505)
1930 Rolls-Royce 20-25 limousine face-forward occasional seats, total mileage 59,000, one owner, £695.—L. F. Dore, Old, 111-115, Addiscombe Rd. Croydon. Addiscombe 3068. (1925)
ROLLS-ROYCE Phantom III saloon by Barker, registered August 1937, black, low mileage, latest modifications to Rolls, excellent condition throughout. Full details on request to Box 1144. (3502)
1934 Rolls-Royce owner-driver 4-light saloon, drop division, ride control, 1936 Barker 4-light saloon, Claude Burgoyne & Co., St. Peter's Garage, St. Peter's Rd., W.6. Riverside 7644. (4218)
ROLLS-ROYCE 20 25hp Barker 4-door 4-light saloon, 1st reg. 1936, two-tone grey, grey upholstery, small mileage, very clean and exceptional mechanical condition, reasonable price, any trial.
NEWCASTLE (STAFFS) MOTOR CO., Ltd. Brunstons W.1. S.W. Newcastle. 6146. Tel. 6626-74. (3514)
1938 replica 1928 reconditioned Rolls-Royce 20 25hp 7-passenger limousine, an outstanding example of this type of car, £250.—Fanties Service Garage, London Rd., Brentford 5526. (1578)
ROLLS-ROYCE 25hp (1935) Thrupp & Maberly sports saloon, 65,000 miles, radio, heater.—Offered on behalf of private owner, by R. K. Dundas Ltd., Automobile Division, 29, Bury St. St. James's S.W.1. Whi. 9848. (3565)
1935 Rolls-Royce 20-25 close coupled H. J. Mulliner owner-driver saloon, one owner, 25hp, Rolls-Royce history, very pretty car, £1,550.—J. F. Crasley, 46 Kensington Court, W.8. Western 6015. (3565)
25HP Rolls-Royce, ride control 4-light O.D. sports saloon by H. J. Mulliner with capacious boot and 1½ ton, midnight blue with black leather upholstery, offside mounted spare wheel in car, taxed end of year, one owner taking delivery of new car, price £1,995.—H. R. Owen, 17 Berkeley St., W.1. (1578)
Chester

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Sports Cars Wanted

ROWLAND SMITH'S, the sports car buyers—Hamstead High St. (Hamstead Tube). Ham 6041.
BARTLETT—We are interested buyers of all sports cars—276, Penbridge Villa, W.11. (1966)
ULSTER Austin 7 wanted or Brooklands Riley—C. Arnold, 8, Homestead Way, Northampton. Tel. 5001.
PERFORMANCE CARS of The Windmill Garage, Great West Rd., Brentford, London, W.5. (Tel. Kaling 0441, 6992).
RICHARDS & BROWN purchase good sports cars for cash or sell on commission—2, Ringers Rd., Bromley, Kent. Tel. Ravensbourne 7467 or 6479. (1977)
CHILTERN CARS are interested purchasers of the better makes of English and Continental sports cars, open and closed, modern and vintage; our buyers will call anywhere in the British Isles; please note that we have no connection with any other concern—11a, Water Lane, Leigh-on-Sea, Bedfordshire. Tel. 2060. (4062)

Sports Cars Spares and Service
AUTOMOBILES are enthusiastic receivers, tuners and modifiers—Automobiles, Leather Garage, Ferry Rd., Barnes, S.W.14. Tel. 6496. (0753)

160 gns.—S.S. 1935, good condition, consider offer.
1935 S.S. 20hp open sports 4-seater, very good condition, new tyres—69, Canonbury Rd., N.1. Can. 5623. (4052)

S.S. Cars Wanted
ROWLAND SMITH'S, the S.S. buyers—Hamstead High St. (Hamstead Tube). Ham 6041. (0988)

STARNES MOTORS, offer—

£550—Standard 8hp tourer, June 1948, 15,000 miles, black with lawn upholstery, new hood, excellent condition.
STANDARD and Triumph Specialists, Starnes Motors, 103, Cuckfield Broadway, N.W.2. Gladstone 2460

LAYTON'S OF OXFORD, offer—

£545—1947 Standard 8hp saloon, black with brown leather, very low mileage, perfect running throughout, terms over 24 months required.
LAYTON'S OF OXFORD (MOTORS), Ltd., New Rd., Oxford. Tel. 3581. (3454)

WADDINGTON MOTORS, Ltd., offer—

1939 Standard 8 tourer, fitted radio, £250.—Fortune Green Rd., N.W.6. Ham. 2221. (2652)
1939 Standard 9 drop head, recupulated, new battery, good hood, £275.—Upl. 5904. (4021)

1948 Standard 8hp saloon de luxe, exceptionally well maintained car, moderate mileage, £545.
COLE'S GARAGES, Worples Rd., Wimbledon, London. S.W.19. Tel. Wimbledon 0195-6. (4154)

£525—1947 sunbeam saloon, Ltd.—Lewton-Gordon, 3560, North Audley St., N.1. Mayfair 13066

1947 (Sept.) Standard 8 tourer, blue and cream, one owner, good radio, fitted, moderate mileage, 40 m.p.g., £485.—Prospect 5624 evenings. (4372)

STANDARD 8 1947 registered late '46, perfect mechanical and body condition, tires as new, spare tire never used. Price £495, no offers.—Tel. Lab. 5069 or 806. (5042)

£345—1939 Standard 8 de luxe saloon, blue, very clean condition, excellent running, battery, new tires.—Ray Motors, 180-184, West End Lane, N.W.6. Hamstead 6160. (1960)

1948 Standard 8 as new, mileage 14,000, grey, radio optional.—Arnold, 32, Sunningdale Drive, Sunningdale. Sunday and Monday all day; after 6 p.m. week-days. (4028)

1948 Standard 8 saloon (first registered in England 1950). L.H.D., perfect throughout, offers wanted.—Bruce France, 8a, Cromwell Mews, South Kensington, London. Tel. 0513. (1559)

1939 Standard 8 saloon, black, mechanically reconditioned, paintwork very good, spare tire, £395, choice of two.—Wembley Motor Motors, High Rd., Wembley. Arnold 5221-2. (1722)

£325 cash.—1939 Standard 8 black saloon, good condition throughout; £105 deposit secures balance over 18 months.—C. & Motors, Ltd., Dudden Hill Lane, Neasden, Gladsstone 8605-6. (1561)

STANDARD 9
1938-9 Standard 9, good condition throughout; £355.—9, Miskin Rd., Dartford. Tel. 15093

£295—1938 Standard 9 saloon, excellent condition, 4 barbed—G.P. (Barnham), 1, E. 25, Barnham Rd., S.W.12 (100 yards Clapham South Tube Exit). 1107-8-9. (1264)

1937 grey, very good mechanical condition throughout, £310.—London Cars, 292-6, Greenford Rd., Greenford, Mids. Tel. Walsley 2643. (5049)

STANDARD 10
1938 Standard 10hp, colour black, exceptionally good mechanical condition throughout, £440.
MANOR CIRCUS MOTORS, Ltd., Beacon Service Station, Lower Mortlake Rd., Richmond, Tel. Richmond 4004. (1776)

255 gns.—1937 Standard Flying 10 saloon, good condition.—Autonips, 5, Balham High Rd., Balham 1909. (1721)

£425—Standard 10 (1939) 4-dr. saloon, really excellent car mechanically, good interior, colour as new, very low mileage.
BENIMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5067-7. Open Mon. to Sat. 9.30 to 6.00. Holland Park Tube. Tel. 15771

STANDARD 10, late 37, recupulated, new interior, new battery, dynamo, starter motor, etc., taxed and ins., offers over £300.—St. Agnes, Duxbury, Hereford. (5681A)

1939 Standard 10 saloon, blue, engine reconditioned, excellent condition throughout, £440.
Wembley Motor Motors, High Rd., Wembley. Arnold 6666

CAR MART, Ltd.

1948 Standard 12 drop head coupe, 9,000 miles; £1,040.—Car Mart, Ltd., 250, Euston Rd., N.W.1. Euston 1212. (4074)

OVERSEAS CARS, Ltd., offer—

1947 Standard 12 saloon, black, brown leather; £775; for other Overseas Cars bargains see page 41 of April 20 issue.
OVERSEAS CARS, Ltd., 227, Brompton Rd., Knightsbridge, S.W.3. Tel. Kensington 7475. (3564)

CYRIL SHEPPARD offers 1948 Standard 12hp, low mileage as new; £550.—102, Kings Rd., Reading 8712. (4135)

1946 Standard 12hp saloon, colour black; £625.—John Whalley Ltd., London Rd., Bishop's Stortford. Tel. 181 and 182. (8596)

1947 Standard 12 de luxe saloon, many extras, low mileage; £775.—Roya Automobiles, Ltd., 127, Parkway, N.W.1. Euston 2700. (3926)

1938 Standard 12 de luxe saloon, in superb condition, only wants £350.—Roya Automobiles, Ltd., 127, Parkway, N.W.1. Euston 2700. (3923)

SMITH'S CAR SALES, of Balham.—1938 Standard 12, sound mechanically, good tyres, £295.—Smith's Cars, Sales, 70 and 72, Balham High Rd., S.W.12. Tel. Balham 2127. (4057)

1939 Standard 12 de luxe drop head coupe, with cream hood, almost new, and red leather, mechanically perfect, licensed Dealer; £410.—Pinfirg, Amson, Standard, 140, Northwood Middle Rd., Balham 650 gns.—Standard 12 1946 foursome drop head coupe, black, red leather, demister, good tyres, small mileage, very carefully used, exceptional condition, terms, exchange; list, open 9-7 week-days and Saturdays.—Ronald Smith, Hampstead (Hamstead Tube). Hampstead 6041. (4058)

OVERSEAS CARS, Ltd., offer—

1948 Standard 14 saloon, grey, blue leather; £625; for other Overseas Cars (bargains) see page 41 of April 20 issue.
OVERSEAS CARS, Ltd., 227, Brompton Rd., Knightsbridge, S.W.3. Tel. Kensington 7475. (3565)

BROWN'S for Standard.

1946 Standard 14 saloon de luxe; £695.—Brown's Garage, Loughton (Essex) 4119 (Tube). (3525)

CLAND & TABOR, Ltd., Welwyn 481, offer with 3 months' guarantee.
1948 Standard 14 saloon, black, brown hide, immaculate; £795. (4085)

1946 Standard 14 saloon.—Autowork, Ltd., Winchester. Tel. Winchester 4834 3405. (3407)

1948 Standard 14 convertible coupe, black with red leather upholstery, 18,000 miles; £895.
1948 Standard 14 saloon, black with brown leather upholstery, 5,000 miles; £925.

H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley, 1109 vds. north of Tolly Rd. Corner. Hillside 0024. (3531)

1948 Standard 14, black, brown leather, radio, 14 new tyres, £675.—Hendon Central Garage, Ltd., 44-46, Watford Way, Hendon Central, N.W.4. Tel. Hendon 1423-4. (1779)

1937 Standard 14 de luxe saloon, extremely good condition throughout; £545; h.p. terms if required.—Broadway Motor Co., 5-13, Russell Rd., Wimbeldon, S.W.19. Lily 2484. (2428)

1938 series Flying Standard 14hp, in absolutely immaculate condition, finished in gunmetal with red leather upholstery, this is undoubtedly one of the most attractive Flying Standards obtainable, one owner, very low price £355.—Thornhill Coachworks, Ltd., 33, Cloudeley Rd., Islington, N.1. Tel. Tel. 7201. (3562)

CAR MART, Ltd.

1950 Standard Vanguard saloon, 9,000 miles; £1,515.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3432. (4076)

SAUL & SLATTER, Ltd., offer—

1949 Standard Vanguard saloon, Whitehall grey, 6,000 miles, £1,095.—Saul & Slatter, Ltd., 44-46, Aldersman Hill, N.15. Palmers Green 1205-7175. (1726)

1949 Standard Vanguard, leather upholstery, 1 owner, £1,075.
GEORGE NEWMAN & Co., 369, Euston Rd., N.W.1. Euston 4466. (1977)

1950 Standard Vanguard saloon, green with green leather interior, 5,000 miles; £1,285.
H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley, 1109 vds. north of Tolly Rd. Corner. Hillside 0024. (3542)

1949 Vanguard saloon, 14,000 miles, fitted radio, leather, etc., owner; £1,095.
MAYFAIR CARRIAGE CO., Ltd., The Hyde, Edgware Rd., N.W.9. Col. 8082. (1594)

C. A. PETO, Ltd.—1949 Standard Vanguard saloon, £1,150.—42, North Audley St., W.1. Mayfair 3051. (3959)

1949 Standard Vanguard saloon, 15,000 miles, radio, heater, colour grey, grey leather, taxed year.
ERIC HAYES, Ltd., 22, Conduit Mews, Hyde Park, W.2. Tel. Paddington 0289. (3581)

1950 Standard Vanguard saloon, blue, beige leather upholstery, recorded mileage 5,000, completely as new.
DENHAM SERVICE STATION, Ltd., Denham, Bucks. Tel. Denham 2266. (1846)

1949 Vanguard, radio, heater, 23,000 miles, one owner; £995.—39, Frederick Rd., Birmingham 141. Tel. 2569. (1569)

1950 Standard Vanguard, blue, radio, 5,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tim. 5569. (1610)

COLDERS GREEN—H. A. Saunders, Ltd.—1949 Standard Vanguard saloon, green, green, heater, 13,000 miles, guaranteed, low mileage, £1,200.
H. A. SAUNDERS, Ltd.—1949 Standard Vanguard, 14, Golders Green Rd., Reg. 2011; open 9 a.m. to 9 p.m. 19756

STANDARD VANGUARD

C. A. PETO, Ltd.—1950 series Standard Vanguard 42 (Nov. 1949), black, 8,000 miles, heater; £1,525.—42, North Audley St., W.1. Mayfair 3051. (3959)

1950 (model). Standard Vanguard, 8,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tim. 5569. (1610)

1950 (model). Standard Vanguard, black, 4,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tim. 5569. (1610)

1950 Standard Vanguard, green, radio & heater, 8,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tim. 5569. (1610)

N.O. Budget increase here—1948 Vanguard, grey, with red leather upholstery, 11,000 miles, radio, heater, etc.; £1,025.—Roya Automobiles, Ltd., 127, Parkway, N.W.1. Euston 2700. (3926)

1949 upholstery, whole car very well kept, £1,050.—Apply in first instance to Ironbridge Service Depot, Southall 2355, who will demonstrate on owner's behalf. (1688)

1949 (late) Standard Vanguard de luxe saloon, 10,000 miles only, 1 private owner, finished attractive metallic grey, red leather upholstery throughout, fitted heater, in immaculate condition; trade enquiries welcome. (4161)

MOTORISTS (LONDON), Ltd., Great North Rd., E. Finchley Square, N.2. Tudor 2301-2. (1610)

VANGUARD 1949 (June), immaculate condition, leather upholstery, heater, fog lamp, all new tyres, not checked over and found perfect, all reports by makers, mileage 11,000, offered £1,000.—D. M. 282, Swallowcliffe Lane, Banbury, Tel. Swallowcliffe 5. (12168)

STANDARD MISCELLANEOUS
SALES, service, spares.

STANDARD and Triumph distributors for Croydon, Purley, Caterham, Epsom, Mitcham and Beckenham areas.
CARRA AUTO SALES, Ltd., Standard House, South End, Croydon 3. Tel. Croydon 3. (4085)

TANKARD & SMITH, Ltd., offer the choice of many Standard 8s, 10s and 12s from their vast stock of over 200 used cars, all subject to three months' written guarantee.—199, King's Rd., S.W.3. Tel. Fiaz. 260-3. (1610)

Standard Cars Wanted

C THE CAR MART, Ltd., wish to purchase Standard cars.—150, Park Lane, W.1. Grosvenor 3434.

R ROWLAND SMITH'S, the Standard buyers—Hamstead High St. (Hamstead Tube). Ham 6041.

I URGENTLY need post-war Standard—21, Kingsland Rd., S.W.2. Tulse Hill 1286 (day). (0751)

MARSTON MOTOR CO., Ltd., for your Standard 8, Tel. Sta. 8000.—Seven Sisters Rd., Tottenham N.15. (10181)

ALMOST new Standard required; cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4438. (0960)

WANTED Standard Vanguard for cash, low mileage; private buyer.—654, Seven Sisters Rd., Tottenham, Tel. Sta. 6986. (4085)

CASH buyers of low-mileage Standard 12s, 14s, Vanguard, distance no object.—Baitons, Lord St. 355, Tottenham, Tel. Sta. 6986. (4085)

APPROACH us first before disposing of your Standard car.—Tankard & Smith, Ltd., 194-196, Kings Rd., S.W.3. Faxman 4811. (1610)

C. A. PETO, Ltd., 42, North Audley St., W.1. Standard agents, will purchase Standard cars in first-class condition.—Mayfair 3051. (3959)

ALBERT FARNELL, Ltd., would appreciate the offer of your Standard if wishing to sell.—75, Marnham Lane, Bradford, Tel. 2887-8-9. (0216)

STARNES MOTORS, 103, Cuckfield Broadway, S.W.2, require modern Standard cars in really good cond., cash or exchange. Tel. C.A. 2480. (0451)

EFFORRE finally deciding consult Lamb's, Ltd., of London buying office, Slough House, Berkshire, St. Mayfair 7654, Ext. 1101. (1840)

1949 Standard Vanguard saloon with moderate mileage, in good condition, urgently wanted; also post-war 12s and 14s.—J. Inwards, Ltd., High Street, Ruislip. Ruislip 3005-5-6. (0979)

Standard Spares and Service

S&T
STANDARD & TRIUMPH SALES Ltd.—Service and spares for all models; main agents, largest stockist in Britain of spares and service equipment.—Standard & Triumph Sales, Ltd., London 200. Junction of Beaumont Rd. and Abbey Rd., St. John's Wood, N.W.8. Maida Vale 9114 (10 lines). (1010)

STANDARD spares and replacement units.—John Kaye (Leeds), Ltd., New York Rd., Leeds 2. Tel. 29450. (0522)

BARKER'S MOTORS (LONDON), Ltd. (Tel. Balham 6666), for Standard spares, miles and service.—209, Balham High Rd., E.W.17. (1569)

REPAIRS and service for Standard and Triumph cars by the Standard agents.—Kellors Garage, High-Bury, Great W.5. Canbury 1193. Tel. 0294. (1624)

STANDARD spares for all models, largest provision of stockists.—Hollinshead Automobile Co., Ltd., Stock- (Tel. 4464); and Prince's Drive, Colwyn Bay (Tel. 3322). (0959)

SPARE parts by return of post; quote commission number of car when ordering.—W. H. Gange, Ltd., Standard and Triumph Car Distributors, Crimmo, Tel. 5490. (0475)

ROCKHURST GARAGE—Harrow agents for Standard and Triumph; sales service, spares, reconditioned units.—Udridge Rd., Harrow Weald, Midd. Essex. Tel. Crimmo 561. (0488)

LANKESTER ENGL. CO. Ltd. (distributors in Surrey Ltd. since 1911). Full range of spares; phone, write or orders dispatched immediately.—39-43, Eden St., Kingston. Kin. 3151-4. (10246)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Standard Spares and Service
STANDARD spares, large stocks. Post your enquiries to Northern Motor Co., Northdown Rd., Margate distributors of Standard Vanguard and Triumph cars for Isle of Thorns. Tel. Margate 1162. (1575)

K delivery, reconditioned engines and vast stock of spares for all models, the standard specialists for over 25 years—137-149 Wilmore Rd., Bromley, Kent. Rav. 3450-7-8-9. (3507)

HALLS (FINCHLEY), Ltd. have a comprehensive range of standard spares for immediate delivery and also reconditioned Standard exchange engines available 3 months. Girling-Bendix stockists—Ardenia Ave., Finchley, N.3 Finchley 5906-9. (1202)

STUDEBAKER

EDLIN MOTORS, offer:—
1939 Studebaker Commander 27hp 6-seater saloon, fitted with sunroof at cost of £70, dove grey with unmarked grey cloth upholstery, semi-column organ front, looks like post-war model, steering-column gear shaft, radio, defroster, two spot lamps, overdrive giving terrific performance with 24 miles per gallon, recently overhauled regardless of cost, also this car has a hill-holding device which makes it impossible to run back; we consider this car one of the finest cars in the country it may be seen and driven to be appreciated. £775, or terms. (1575)

EDLIN MOTORS, 65, Goldharbour Lane, Hayes, Middlesex, Tel. Hayes 5111. (1569)

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1938 Studebaker saloon, £285. (1421)

1938 Studebaker Champion 2-door sports saloon, 17,000 miles, radio, heater, overdrive, beautifully maintained—J. F. Cravley, 46, Kensington Court, W.8. Western 6015. (1578)

Studebaker Cars Wanted
S. MURPHY & S. HILL, Ltd., wish to purchase all models Studebaker. Wemyss 3905

Studebaker Spares and Service
Lexus 4-cylinder, 26hp and other spares; 1934 Engine Die 26hp, recond, in chassis complete except body—Box 1106. (4139)

CAR MART, Ltd.

1947 Sunbeam-Talbot 2-litre tourer, 13,000 miles; £1,075.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. (4079)

CAR MART, Ltd.

1947 Sunbeam-Talbot 10hp tourer, 6 months' guarantee. £325.—Car Mart, Ltd., 329, Euston Rd., N.W.1. Euston 1212. (4078)

BROOKLANDS for individuality.

1949 Sunbeam-Talbot model 90 saloon, black leather, speedometer reading 7,000. £1,035. New Bond St., London, W.1. Mayfair 8551-6. (3591)

CLANFIELD LAWRENCE offer:—

1948 Sunbeam-Talbot 10hp saloon, black, immaculate, £525.—407, High Rd., N.12. Finchley 091. (2912)

WARWICK WRIGHT, Ltd., offer:—

1950 Sunbeam-Talbot 90 convertible coupe, silver green top leather, 7,000 miles. (1566)

1950 Sunbeam-Talbot 90 saloon, gummetal grey, grey leather, 7,000 miles. (1566)

1950 Sunbeam-Talbot 90 saloon, gummetal grey, blue top leather, 4,000 miles. (1566)

1949 Sunbeam-Talbot 90 saloon, satin bronze, red leather, 15,000 miles. (1566)

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 8551-6. (3591)

GUY SALMON AUTOMOBILES, Ltd., offer:—

1949 Sunbeam-Talbot 90 saloon, many extras, £1,210.—Portsmouth Rd., Thames Ditton, Emberbrook 5551-3. (3177)

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1947 Sunbeam-Talbot, low mileage; £1,025. (1525)

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford, Guildford 62997-8-9. (1421)

1950 Sunbeam-Talbot 90 saloon, green with brown leather upholstery, 5,000 miles; £1,325. (1525)

1949 Sunbeam-Talbot 90 saloon, black with brown leather upholstery, 10,000 miles; £1,350. (1525)

H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley, 1130, north of Finchley Rd. Corner, Hillside 0024. (3532)

1947 (Nov.) Sunbeam-Talbot 10 saloon, Buhr, fitted with excellent little car, £275. (1418)

C. WIMBUSH, Ltd., 212, Earls Court Rd., S.W.5. (1518)

R. FREMANTLE, 80 Sunbeam-Talbot, black, red seats, decarburized, £1,400.—Geoff. Neill, Gables, Whipcord, Spa, D.M. (4148)

1939 4-litre Sunbeam-Talbot, black with brown leather, in clean condition; £565.—Meekers Motors, Ltd., Bridgewater. (4085)

GORDON CARS (LONDON), Ltd.—1947 Sunbeam-Talbot 10hp saloon black—Gordon Cars, 373, Euston Rd., N.W.1. Euston 6611. (4056)

GORDON CARS (LONDON), Ltd.—1949 Sunbeam-Talbot 90 saloon, black, 10,000 miles, £1,450. (1518)

PHENIX HOUSE, 31, Sutton, Surrey, Tel. Visland 121. (4148)

1949 (Sept.) Sunbeam-Talbot 90 5,000 miles, entirely without blemish; £1,375.—Clarke & Simpson, 73-79, Cadogan Lane, B.W.1. Sloane 4776. (5012)

1950 (November, 1949) Sunbeam-Talbot 90 saloon, gummetal as new throughout, one owner; £1,325.—Wemyss Court Motors, High Rd., Wemyss, Armoil 5221-2. (3516)

SUNBEAM-TALBOT 90 out of covenant and month, exchange for larger car, or sell cash, particularly in need of late 1947 Talbot.—Marcus C. Brown, 110-111, Strand, London W.C.2. (1545)

SUNBEAM-TALBOT

1949 Sunbeam-Talbot 90 saloon, finished in main bronze with red leather, small mileage, fitted interior heater, immaculate condition; £1,195. (1542)

JOHN CAMPBELL MOTORS, 415, Holloway Rd., N.7. North 4441. (1542)

1950 (Feb.) Sunbeam-Talbot 90 convertible coupe, grey leather to match, Gullay heater, over 3,000 miles only, brand new condition; £1,475. (1542)

JACKSON MOTORS, Ltd., "Langham House," 5, M. Stafford Rd., Wallington, near Croydon, Surrey. Established 1906. Tel. Wallington 3404. (1575)

1950 (April) Sunbeam-Talbot 90 saloon, colour satin bronze, 5,000 miles, H.M.V. radio, absolutely immaculate, price £1,500.—Roberts, 15, Gilbert Rd., Cambridge. Tel. 57682. (1545)

SUNBEAM-TALBOT 1939 d.h. coupe, brakes, engine, steering recently overhauled, oil coil, fog lamp, defroster, radio; sole reason for sale, delivery of new car; £255.—4, Beechcroft Ave., Stalford. (4139)

1950 Series Sunbeam-Talbot 90 saloon, finished in metallic blue, 5,000 miles, H.M.V. radio, as brand new.—Seymour & Clements, Ltd., 58, Watford Way, Hendon Central, N.W.4. Hendon 2146. (1575)

1939 series Sunbeam-Talbot 10 drop head, 4-litre, 4-cylinder, 26hp, 15,000 miles, H.M.V. radio, leather, one owner, immaculate appearance, written guarantee, terms, exchanges.—F. Edwards 25, Upper High St., Epsom 9400. (1572)

1940 2-litre Sunbeam-Talbot saloon, colour gummetal grey, immaculate appearance, 13,000 miles, identical to 1946 model, mechanically excellent, recently overhauled by Roper—34, Chalfont St. Giles, Chalfont St. Giles. (4219)

Sunbeam-Talbot Cars Wanted

R. ROOTES, DISTRIBUTORS, REQUIRE modern low-mileage Sunbeam-Talbot cars.

BIRMINGHAM—Lower Temple St. (Central 8411.)

MANCHESTER—129, Deansgate. (Blackfriars 6677.)

MAIDSTONE—(Maidstone 3333.)

CANTERBURY—(Canterbury 3232.)

ROCHESTER—(Chatham 2231.)

WROTHAM Heath—(Borough Green 4.)

R. ROOTES, Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 3401. (1011)

R. ROWLAND SMITH'S, the Sunbeam-Talbot buyers—Hampstead High St. (Hampstead Tube). Ham. 6041. (1090)

CASH immediately for good Sunbeam-Talbot.—R. P. Edwards, 29, Upper High St., Epsom 9400. (1572)

CASH buyers of low-mileage Sunbeam-Talbot 10s and 2-litre; distance no object.—Huttons, Lord Street, Tel. 2266. (1082)

URGENTLY required, low mileage 1949-50 Sunbeam-Talbot 90 saloon.—Gibson's Sports Cars (Richmond) Ltd., Lyndhurst Rd., Churchchill, Ham. 1681. (1092)

CRIPPS, of Nottingham, urgently require all recent models Sunbeam-Talbot cars.—R. Cripps & Co., Ltd., The Sunbeam-Talbot Distributors, Parliament St., Nottingham, Tel. 46361. (1042)

BIRMINGHAM and Midlands—Low-mileage Sunbeam-Talbot cars, 2-litre, 4-cylinder, 26hp, 15,000 miles, H.M.V. radio, leather, one owner, immaculate appearance, written guarantee, terms, exchanges.—F. Edwards 25, Upper High St., Epsom 9400. (1572)

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USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

VAUXHALL WYVERN & VELOX
1950 Vauxhall Wyvern saloon, black, brown leather upholstery, recorded mileage 6,700. Denham Service Station, Ltd., Denham, Bucks. Denham 2866 (1945)

1949 Vauxhall Wyvern saloon, blue, fitted 13,000 miles, excellent condition throughout. WALTON-ON-THAMES MOTOR CO., Ltd., Walton 200 (1945)

1949 Vauxhall Velox saloon, black with brown leather upholstery, heater, 7,000 miles. H. A. SAUNDERS, Ltd., Austin House, High Road, N.W. Finchley, (100 Yds. north of Tolly Ho. Corner) Hillside 0024 (1938)

1949 Vauxhall Wyvern, grey, 17,000 miles, heater, immaculate condition throughout, 1950. Tel. Staines 2170 after 7 p.m. (1936)

1949 Vauxhall Velox, black, low mileage, radio and heater, as new—H. C. Paul, Ltd., 32 Bruton Place, Mayfair 0521 2. (19612)

1950 (May) Vauxhall Wyvern available June 6th, owner emigrating, 11,000 miles; offers: "Timbercote," Aisle Drive, Cheltenham. (19429)

FOR sale, Vauxhall Wyvern saloon, Feb. 1950, metallic step, brown leather, radio, 9,000 miles, price £1,100—S. Parkdale, Wolverhampton, Tel. Wolverhampton 24195. (14011)

1950 model Vauxhall Wyvern, black, brown leather, 10,000 miles; £1,065—Hendons Central Garage, Ltd., 64/66 Watford Way, Hendon Central, N.W.4. Tel. Hendon 143-4. (19390)

1949 since new, 14,000 miles only, blue with brown upholstery, fitted heater, taxed for year, in magnificent condition. Hunter, Ld. 2. (19396)

1949 Vauxhall Velox saloon, one year, in magnificent condition. Hunter, Ld. 2. (19396)

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URGENTLY required, post- and pre-war Vauxhalls, cash immediate payment. Motors (Ldn.) Ltd. Vauxhall main dealers, 466-490, Edgware Rd., London W.2. Tel. write or Tel. Paddington 0522. (10699)

BROADWAY MOTOR CO. (main dealers) will purchase Vauxhall and other makes in really good condition; special arrangements for buying or selling on commission basis—3-13, Russell Rd., Wimbledon, S.W.18. Liberty 2494. (10522)

C.A.C. VAUXHALL SPARES AND SERVICE

CROYDON AUTOMOBILE COMPANY, LTD.

VAUXHALL-BEDFORD rebuilt assemblies exchanged at manufacturers' repair rates complete rebuilt Vauxhall-Bedford electrical components, dynamo, starters, distributors, etc., exchanged at 50% manufacturers' list price; radiator exchange service and all other repairs to your Vauxhall or Bedford at: Bedford House, 380/388, London Rd., Croydon. Tel. Thornton Heath 3276 (14 lines). (10205)

BROADWAY MOTOR CO.

We specialise in service replacement units for Vauxhall 10, 12 and 14hp, etc.

CARBOROXES, differential units, front suspension units, etc., of Vauxhall and other makes.

BROADWAY MOTOR CO., 3-13, Russell Rd., Wimbledon, S.W.18. Liberty 2494/5-6. Stores: Liberty 6368. Frame Autocare, Wimbledon, London. (10272)

GOHAM MOTOR CO. for Vauxhall cars, spares and service—Egham By-Pass, Egham 131. (10196)

FOR Vauxhall motorcars, running boards, 1935-9, Brook, and Frederick Place, Brighton 2147. (10881)

K. J. MOTORS, Ltd.—Replacement engines and vast stocks of all spare and accessories available for immediate delivery—137/149, Widmore Rd., Bromley, Kent, Bar. 5556-7-8. (10393)

VETERAN CARS

WELHAM, Veteran Car Specialists, Surbiton Hill Rd., Surbiton, Surrey, Tel. 3125. (10393)

1902 Arrol-Johnson 6-seater dog cart, restored hams above, and in original condition.—Offers to Welham above. (10393)

1914 Renault ship, in excellent condition, used daily for shipping, electric lights, good hood; £115 or offer.—Gibb, 49, Cheyne Walk, S.W.3. Pa. (14035)

FORD model T 1915, completely mechanically overhauled throughout, four-seater touter, blue in perfect condition including 1000 5 brand new Dunlop tyres and tubes, ready for immediate use; offers wanted.—Bescon Motors, Austin Rd., Birmingham, 6. (19399)

COLBORNE GARAGE, Ltd., Ripley, Surrey, Tel. 2361. Sole distributors for Great Britain. Sales, service and spares. (10399)

1948 Volkswagen saloon in excellent condition throughout, moderate mileage, oil consumption virtually nil, petrol 45mpg, 60mph, tyres very good, car complete with numerous spares and extras, instruction book, only reason for sale, larger car required. £425.—Chester 25755 (evenings) or Box 1160. (19706)

Volkswagen Spares and Service

NEW engines and spare parts.—35, Netherwood St. N.W.5. Mail 1351. (10999)

WILLIS

1950 Willis station sedan, 2,100 miles, radio, heater and full equipment. £575.—Baskin, Ladbroke 1155. (12601)

1938 Willis 14hp de luxe 4-door saloon, bench type, as found and near, the whole repainted light blue, 2 practically new tyres, re-upholstered £650 or £120 deposit. (10399)

KING'S AUTOS, 725-727, High Rd., Seven Kings, Essex. Tel. Seven Kings 5556 and 5557. Open even-days 9 a.m. to 7 p.m. (19321)

WOLSELEY

POSTAGE WATKINS, Ltd., the London Wolseley distributors and official service station, offer the finest facilities when selling used cars. (10399)

1948 Wolseley 8hp saloon, black, brown upholstery, 18,000 miles, one owner. (1772)

A LSO other post-war Wolseley models available. (1772)

LOW mileage Wolseleys are scarce; should your model not be in stock put your name on our used cars list. (1772)

POSTAGE WATKINS, Ltd., 12, Berkeley St. W.1. E. (Mayfair 5951) and 12, Chelsea Manor St. S.W.3. (Framham 5181). (1772)

1949 Wolseley 14hp saloon, 11,000 miles, £1,375. (14056)

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1937 Wolseley 25hp 7-seater limousine in sound condition, overhauled throughout, £205. (12637)

LYNE FRANK & WAGSTAFF, Ltd., 3-5, St. George End, L. Hill, N.E. Mountview 4401. (12637)

1947 Wolseley 8 saloon, £650—Blue Star Garage, 617, Finchley Rd., N.W.3. Ham. 523-9. (12176)

1940 Wolseley 25hp saloon, exceptional condition, Coin Haines, Ltd., 30a, Bourdon St., W.1. Mayfair 2356. (12724)

1946 (August) Wolseley 12-48 de luxe saloon, black with brown leather, beautifully maintained car, £275. (12724)

1936 Wolseley 9.57hp Weap saloon, finished black and red with red leather, in very good condition, £250. (12724)

1939 Wolseley 18.5 series 11 de luxe saloon, blue with blue leather, immaculate condition and appearance, comparable with a 1949 car, moderate mileage, £695. (12724)

1936 Wolseley 14 Daytona sports saloon, colour black, green leather upholstery, extremely good condition, £295. (14137)

RAYMOND WAY of Kilburn, hire purchase specialist, has 200 good used cars under £400. Make Vale 6044. (13858)

1949 Wolseley 6-80, black with brown leather upholstery, 12,000 miles, £1,550, terms, exchanges. (13919)

ASBON BROTHERS (MOTOR SHOWROOMS), 151-153, Piccadilly St. (off The Atrium), Sheffield, Tel. 24607. Open week-ends. (12904)

1937 Wolseley 16 saloon, black, good order, bargain, £275—Wembley Motor Cars, Ltd., Wembley, Arnold 5221-2. (13919)

CATHROUGH offer 1939 Wolseley 16hp saloon, immaculate condition, £425. (13919)

5550—1939 Wolseley 18-80 saloon, recent £125 overhaul, nearly new tyres.—Woking Motors (Maybury Hill), Ltd., Woking 1928. (12732)

1938 Wolseley 14 saloon, black, perfect condition throughout, £455. (12732)

1939 Wolseley 14 de luxe saloon, in excellent shape throughout, fully overhauled, 50000 miles. (12732)

1937 Wolseley 14 de luxe saloon, 46,000 genuine, two owners, immaculate throughout, £450. (12732)

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Moseley, Mountview 5229 and 5774. (12732)

1915—1935 Wolseley Hornet EW special, new box, 1000 and side screens, all good tyres.—Monahar Motors, London Rd., 5021. (12732)

1939 Wolseley 14 saloon, black with brown leather, low mileage, completely overhauled, including engine, all in exceptional condition, £340. (12732)

JOHN CAMPBELL MOTORS, 415, Holloway Rd. N.7. (12732)

1949 Wolseley 4 50 saloon fitted heater, £1,175.—Ormskirk Motors, Ltd., County Rd., Ormskirk, Tel. 1045. (12732)

5525—Wolseley 18 saloon, finished black, with brown interior, excellent condition.—Grove & Motors, 322, Fore St., Edmonstone, N.4. (12732)

1938 model Wolseley 14 saloon, immaculate throughout, specimen car, £405.—Value Cars, Ltd., 362, Richmond Rd., East Sheen, Prospect 7520. (14128)

1935 Wolseley 14 Daytona sports four-seater, in immaculate, specimen car, £265.—Value Cars, Ltd., 362, Upper Richmond Rd., East Sheen, Prospect 7520. (14023)

1938 Wolseley 12hp six-seater coupe, £100 over-haul six months ago, perfect condition, £410.—Lynch Garage (opposite O.P.D.), 193/195, Middx. Tel. 122. (13001)

1937 (Sept.) Wolseley 14hp saloon de luxe saloon, in immaculate condition, any 1750, (taxing) invited, £500.—P.L. G. Bates, No. 1, O.M. & R.A.F. Topcliffe, Thirsk, Yorks. (14196)

1939 Wolseley 7-seater saloon 25hp, nice condition, any 1425.—Stoddard, Winchester St., Loughborough, Wills, Tel. 236. (14023)

BRITONS, Ltd., offer Wolseley 14 1938 (June), fitted B reconditioned engine, with liners in our works, blue upholstery, immaculate condition.—18-14, Oaten Mess, Emperor's Gate, S.W.7. Western 1242. (12218)

8906—1948 (reg. March 1949) Wolseley 18.85 de luxe saloon, black, blue upholstery, over 40,000 miles, superb condition, £510 deposit.—George Carge (Motors), Ltd., 278, Briston Hill, S.W.2. Tel. Hill 5211. (14705)

1946 Wolseley 14hp de luxe saloon, new engine, roomy and attractive family car, £725, on 6 terms if required, 1949 model, £1,000. (14705)

C. A. PETO, Ltd.—1948 Wolseley 25 d/h coupe, blue/white leather, 1 owner, 1948, 40,000 miles, exceptionally well maintained car in immaculate condition throughout.—42, North Audley St., W.1. Mayfair 3051. (12962)

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£495 1939, similar in appearance to post-war model, dark green finish, with brown leather, an exceptional car mechanically, radiator and gear box completely stripped down, engine rebored and shaved, crankshaft new, drive shaft new, engine overhauled, fitted, brakes and steering overhauled, clutch retimed, car completely rewired throughout and specially tuned over £150 spent recently for which bills are available, a very genuine car in tip-top order throughout. (12962)

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1939 Wolseley 14hp saloon, 11,000 miles, £1,375. (14056)

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R ROWLAND SMITH'S, the Wolseley buyers—Hampstead High St. (Hampstead Tube), Ham. 6041.

E EUSTACE WATKINS, Ltd., as sole London Wolseley distributor with the largest Wolseley clientele, are the best market for Wolseley cars.

E EUSTACE WATKINS, Ltd., 12, Berkeley St., W.1 (Mayfair 5591), and 12, Chelsea Manor St., S.W.3 (Fleming 8141).

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models, Wolseley, Wembley 3503.

C ASH immediately for good Wolseley—H. F. Edwards, 154, Gt. Titchfield St., W.1, Langham 0012. (7545)

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W EYBRIGHT AUTOMOBILES, Ltd., the Wolseley distributors, urgently require late-type Wolseley—Tel. Wealdale 235.

C ASH buyers of low-mileage Wolseley £5, 12-48, 14-60, 4-50; distance no object—Hartons, Lord St., Southampton, Tel. 206.

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W OLSLEY spares and repairs—Ramsay Motors, Ltd., 242-244, High St., Barnet 5240.

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H A. SAUNDERS, Ltd.—1946 Austin 10cv van; Golders Green, Ltd., Spe. 0011. Open 9 a.m. to 5 p.m. 15763

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OLDSMOBILE main dealers for London, Middlesex, Essex and adjoining Counties—Les Garages, Ltd., 2, Leighton St., W.1 (Oxford 8600). Service Workshops and Spare Parts, 7, Pembroke Villas (nr. Westbourne Grove), W.11 (Bayswater 6626-7). (1957)

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PEUGEOT
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PONTIAC
PONTIAC—U.S. Concessionaires, Ltd., Pontiac Works, 3, Jubilee Place, Chelsea, S.W.3. Faxman 7752-4. Also at Pontiac works, Fernbank Rd., Asot, Berks. (1951)

RENAULT
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MANREPAIR, Northampton. Tel. 4540. (1930)

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NORTHAMPTONSHIRE and North Bucks—Grose, Ltd., Rover distributors and parts service—Mayfair, Northampton. Tel. 4540. (1901)

ROSEFIELD for Rover, distributors for Lancashire and Cheshire—D. Rosefield, Ltd., 76, Deansgate, Manchester. Tel. Deansgate 5435. (1966)

PLYMOUTH, S. Devon, E. Cornwall—R. H. Hume & Co., Rover distributors, service and spares specialists—Alexandra Rd., Plymouth. Tel. 5055. (1901)

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SINGER—Birmingham and Midlands distributors, Henry Garner, Ltd., Showrooms, 221, High St., Derwent 12, works, Alcester Rd., Moseley 15. (1956)

SINGER—O. E. Lawrence (Motors), Ltd., Aylesbury, Bucks, distributors for Midlands, North Bucks and part of Herts, spares and service, Aylesbury 368 (1918)

MANCHESTER, South Lancashire, North Cheshire: specialised sales, service and spares facilities—Parker, Ltd., Distributors, Bradshawgate Bolton. Tel. 4080, Deansgate, Manchester, Deansgate 4507. (1939)

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STANDARD and Triumph (distributors in Surrey since 1911)—Lankaster Engineering Co., Ltd., 39-43, Eden St., Kingston. Tel. Kingston 5151-4. (1942)

STUDEBAKER
STUDEBAKER DISTRIBUTORS, Ltd., 585, Euston Rd., N.W.1. Euston 4444—Spares for all models, Hawley Cret., Camden Town, Chis. 4141. (1939)

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BARNET area—Sunbeam-Talbot main dealers—Hadley Green Garages, Ltd., 202-4, High St., Barnet 0352. (1941)

TRIUMPH
METROPOLIS GARAGES, Ltd., the Triumph agents, for sales, service and spare parts for all models, 131, Maclean Rd. (Olympia), W.14. She 5385-6-7. (1959)

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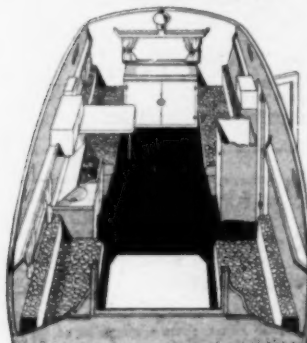
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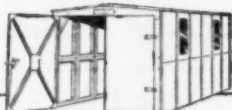
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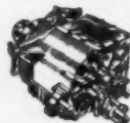
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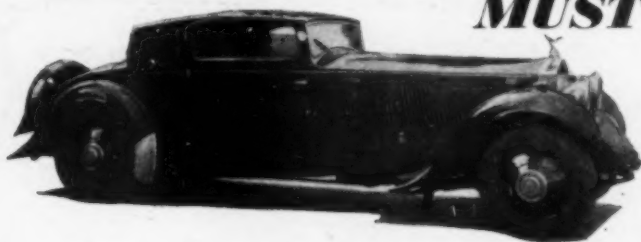
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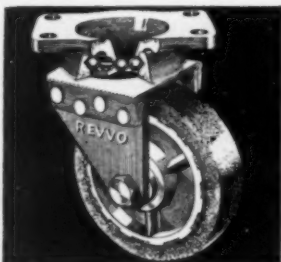


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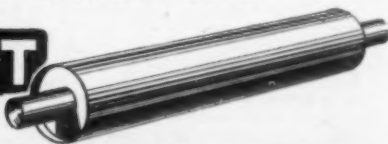
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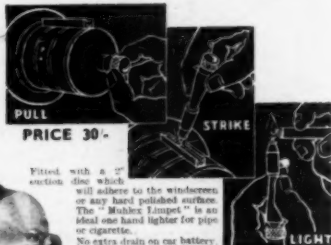
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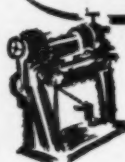


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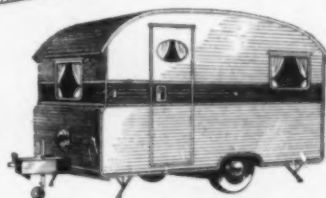
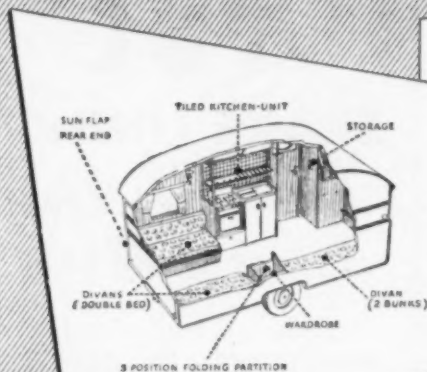
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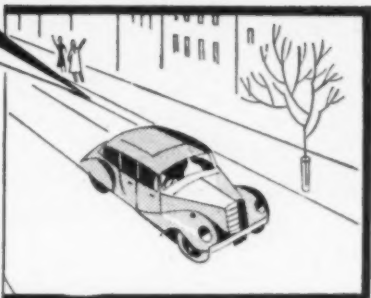
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